The Long Island FISHERMAN

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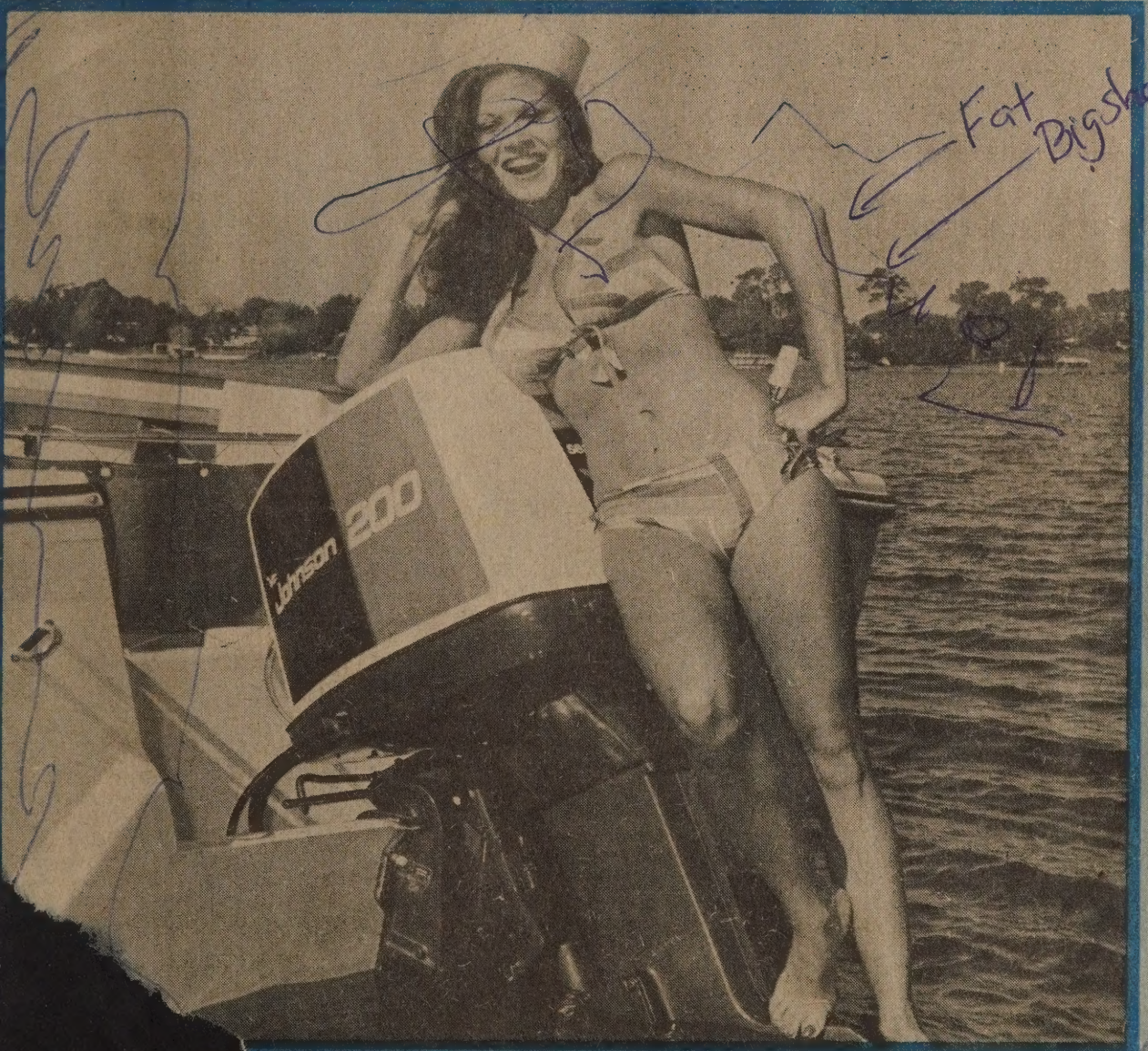
January 8th, 1976, Issue No. 2



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AT SHOW ISSUE

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Can be mounted on dashboard or recessed into control panel. Has transistorized flashing neon light & operates from any 12 V power supply. Range from 0-100 ft. & deeper under favorable conditions. **Complete with indicator control unit, transducer, with 15' of cable & bracket.**

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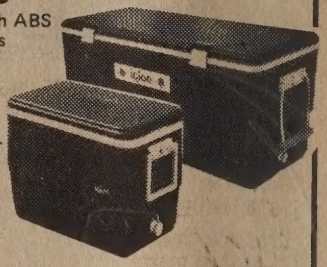

1st quality, tough ABS plastic makes this chest almost indestructable! Never rusts — even under salt water conditions. With removable food trays!

Stock No.	Size	List	Reg.	Now
11956	151 qt.	173.97	129.95	**109.95**
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11955	48 qt.	38.20	29.95	**24.88**
11954	25 qt.	23.52	18.95	**15.88**

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		List	Sale Price
#13270-73	Mens—S, M, L, XL	~~$26.75~~	**20.88**
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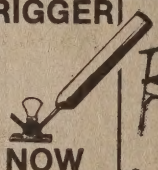
#13287-88	Youth—14-18 20-22	~~$22.00~~	**16.75**
#13289-91	Pee Wee—2-5, 5-7, 7-9	~~$17.30~~	**12.88**

STERNS SKI VEST

#13278	Adult	~~$30.00~~	**24.88**
#13162	Child	~~$25.00~~	**18.88**

ADJUSTABLE OUTRIGGER HOLDER



Heavy duty chrome on brass, adjustable one easy twist of knob accommodates to any position forward or sidewise by 1-3/8" poles. **List 69.95 pr.** Reg. Disc. Price 54.95

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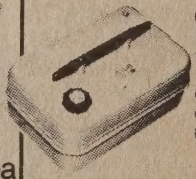

6¾ gallon capacity. Marlex. No corrosion or rust! Molded-in bright red. No chipping or denting. It's lightweight & comes with gauge. Stock #5301 **LIST PRICE 20.13**

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The Long Island FISHERMAN

THE ONLY WEEKLY GUIDE FOR FISHERMEN IN THE N.Y. AREA

Volume 11, No. 2 January 8th, 1976

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ABOUT THE COVER: The new 1976 Johnson 200-horsepower V-6 outboard is one of the stars of the National Boat Show starting this Saturday at the N.Y. Coliseum and running through Sunday, January 18th. The L.I. Fisherman will be stationed at booth C-171, so drop by!

PUBLISHER Rich Reina

MANAGING EDITOR Scott Simons

ASSOCIATE EDITOR Dr. William A. Muller

DISTRIBUTION MANAGER Mike Zarrella

ADVERTISING MANAGER Stu Miller

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Fresh or salt water... it's the most lifelike, versatile, productive lure you've ever used!

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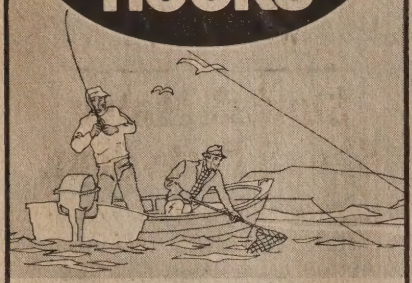
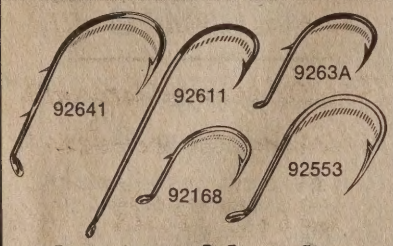
MUSTAD BEAK HOOKS





closest thing to an all-around hook for bait fishermen

'BEAK' is a registered Mustad name which identifies a wide range of hooks with a special bend and reversed (offset) point. This design helps prevent the point from sliding out of a fish's mouth, without hooking. Available in a variety of shank lengths, plain or sliced for bait-holding, platings for fresh and salt water. Here are a few popular numbers:

General Bait: #92641 **Beak**—Hollow pt., down-eye, bronzed, forged, reversed, 2 slices in long shank. #92642, gold-pltd. #92611, ringed, nickel-pltd., special long shank.

Bait, Salmon Eggs, Spawn Sacs: #9263A **Beak**—Hollow pt., tapered up-eye, gold-pltd., forged, reversed, 1 slice in shank. #92168, nickel-pltd., 3X strong, 1 slice in X short shank.

Salmon & Steelhead Bait, Trolling Flies: #92553 **Beak**—X long hollow point, tapered up-eye, nickel-pltd., forged, reversed, X strong. #92553S, stainless steel.

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POLISH SHIP GETS OFF WITH $185,000 FINE

The Polish Fishing vessel that was seized two weeks ago fishing within the 12 mile limit off Fire Island Inlet was fined $185,000. However, the cargo was not confiscated and the ship was released with 364 tons of mackerel in her hold. How much was this mackerel worth? On Monday, January 5th, which was two days after the ship was released, fresh large mackerel was bid up to 65 cents a pound at the Fulton Fish Market. Translation: a foreign vessel was allowed to pay $185,000 to rape America's Fisheries of $473,000 worth of mackerel. 200-Mile *ENFORCED* Limit, Anyone?

BOATING COURSE AT N.Y. BATTERY PARK

Flotilla 57-U.S. Coast Guard Auxiliary New York, New York is commencing an accelerated 13 lesson Boating Safety and Seamanship Course on boating skills beginning Thursday, January 22nd, 1976 at 7:00 P.M. at the Coast Guard Marine Inspection Office, Battery Park, New York (near South Ferry slip.)

The course will be given by qualified instructors and will feature all aspects of boat handling for 13 consecutive Thursday evenings.

Free parking and free registration (nominal charge for work material.) For further information call R. Kaplon, (212) 683-9200 9 A.M. to 5 P.M.

BOATING COURSES AT BETHPAGE

Flotilla 13-8, United States Coast Guard Auxiliary will conduct the following courses at Bethpage High School starting January 27th, 1976.

1. 12-Lesson Boating Safety and Seamanship. 2. 3-Lesson Outboard Engine Maintenance. 3. 3-Lesson Inboard Engine Maintenance. 4. 4-Lesson N.Y.S. Young Boatmans Course.

Registration will be January 19th, and 21st, at 8:00 P.M. at the High School located on Stewart Avenue in Bethpage. Late registration and starting date for classes will be 8:00 P.M. January 27th, 1976.

For further information call the Public Relation Officer at (516) 546-2404.

by AVA

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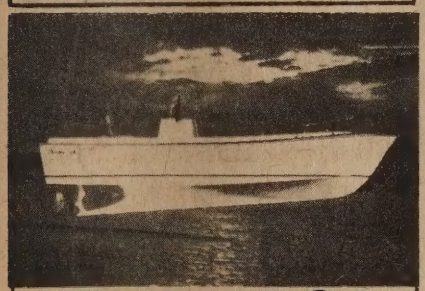

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CLUB NEWS

SQUADRON ANGLER'S FISHING SCHOOL

Fish—all kinds—how to find them, how to catch them; bait, hook, line, reel and other gear needed will be talked about in a series of eight weekly sessions beginning January 13, 1976, at 8:00 P.M. at the Jr. High School on Trafalgar Blvd., Island Park under the auspices of "The Squadron Anglers Inc." of Sea-[illegible].

A fee of $12 will cover the eight two-hour Tuesday sessions. Registration is on Monday, Tuesday, and Wednesday January 6-7-8 from 7 to 9 P.M. at the school. Registration may also be done by mail by addressing the Island Park Schools Dept. of Recreation, Trafalgar Blvd., Island Park, NY 11558. The first session will start January 13th at 8:00 P.M.

Long Island's top fishing experts, the most learned in the Waltonian art, such as Dick Mermon of the Shakespeare Company, Frank DeGaetano of Eastern Reel, Al Bentsen, expert on surf fishing and Captains Bil Bantel, Bill McFarland and Bill Fischer, all will show and tell you how and where to get bluefish, stripers, tuna, shark, flounder and weakfish and go into the details of tackle and gear.

This is the 5th year this popular course has been given, and Bill Sorger, course director, urges action now—"be a participant," he says. For more information call Bill at (516) SUnset 1-2519. Bill says you don't have to live in the area to sign up!!!

NORTH BROOKHAVEN FISHERMAN'S CLUB

The North Brookhaven Sport Fishermen's Club first meeting of the New Year, will take place on Monday night, January 12th. The 8:00 P.M. meeting, will be held in the Mt. Sinai Community House, which is located on North Country Road, in Mt. Sinai, just a ¼ mile east of the Mt. Sinai Firehouse.

Guest speaker for the first meeting, will be Kathryn Browning. Ms. Browning will speak on "Indian Fishing on Long Island". She is a holder of a B.S. degree in chemistry from M.I.T., and is now attending Columbia University for her PH.D., in Anthropology. She is curator of the Indian Museum, located in Huntington.

Having just completed digging in and around the Mt. Sinai-Miller Place area, Ms. Browning will present a slide show, as well as a collection of fish bones, cleaning tools, and other objects, used by the Indians who lived in this

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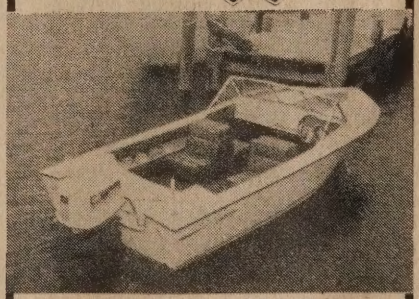

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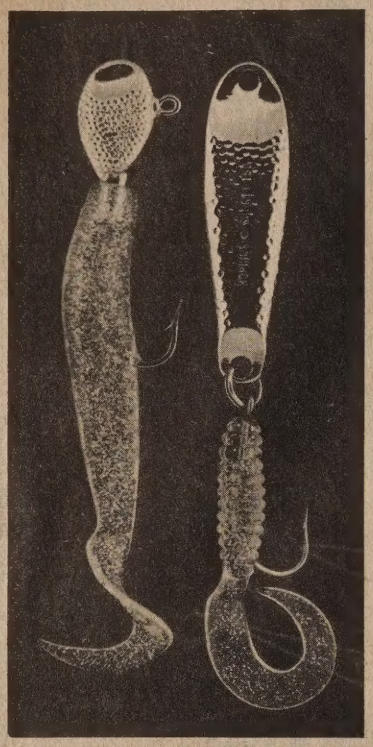

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area 6,000 years ago.

A question and answer period will follow her talk. All Island fishermen are invited to attend. The North Brookhaven Sport Fishermen's Club was founded in 1969, and received its charter from the State of New York in 1970, as a non-profit club association. For more information on the N.B.S.G.S., residents near Lake Ronkonkoma area may call: (516) 588-6080, while residents in the Rocky Point area can call 744-6260.

News Releases

ELECTRONIC FISHING AIDS CATALOG

The full-color 1976 catalog of Fish Hawk electronic fishing aids first explains the importance of sonar fish finders and environmental devices, then presents detailed information on 15 products for the fisherman. Complete descriptions and specifications are given for five portable and four permanent mount fish finders, plus six environmental devices for measuring dissolved oxygen, water temperature, light intensity and visible lure colors. For copies of the 12-page catalog, send 25 cents for postage and handling to Waller Corp., 4220 Waller Drive, Crystal lake, ILL. 60014.

ARTICLE CORRECTION

In last week's issue in the article "Winter Stripes" by John Fritz, the best wind condition for fishing at the LILCO plant was erroneously given as "northeast" due to a typographical error. Wherever "northeast" appears in the article should have been "northwest."

NOTICE TO READERS: L.I.F. VACATION TIME

It's that time of year again—L.I.F. staff members will be on vacation for the next two weeks. But the next issue won't be for another three weeks due to the fact that in 1976 there are 53 Thursdays. This happens once every 6 years when the first day of a new year falls on Thursday. So don't think you're getting short-changed—Subscribers will still receive 50 issues. The next issue of L.I.F. will be on February 5th, 1976—see you then!

FISHERMEN!

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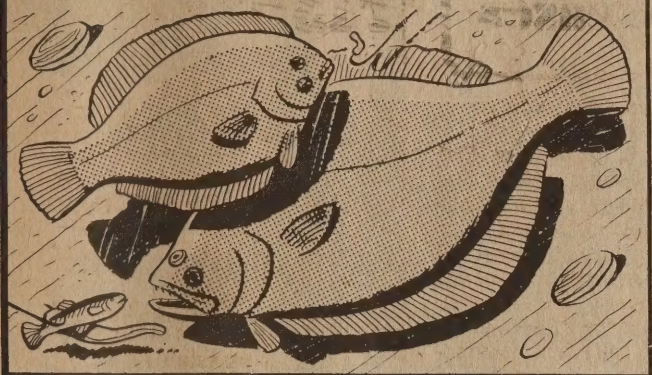
THE BABYLON TUNA CLUB FISHING SCHOOL

ADVERTISEMENT ILLUSTRATED BY FRED GUARDINEER

1976 SIXTH ANNUAL FISHING SCHOOL COURSE PROGRAM WILL BE SIX CONSECUTIVE WEEKLY *TUESDAY NIGHT* COURSES STARTING JAN. 27, 1976, 8-10 PM AT THE DEER PARK V.F.W. HALL ON L.I. AVE. ½ MILE WEST OF DEER PARK AVE. *REGISTRATION TUES. JAN. 20, 1976, 8 PM - $10.00 PER PERSON - $5.00 IF 18 OR UNDER.* FOR MORE INFORMATION CALL BOB JESSEN (516) 669-5431 OR BOB HUNT (516) 242-3821.

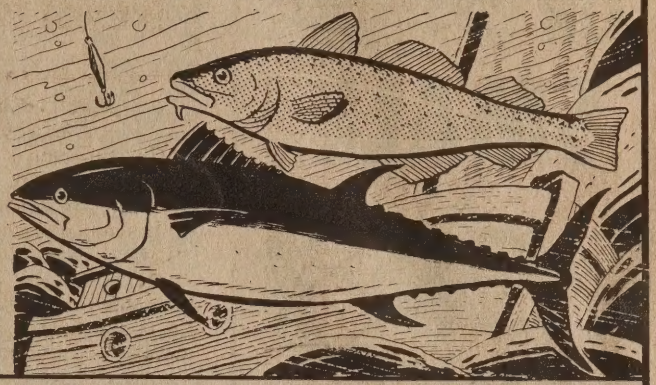
1. FLOUNDER & FLUKE FISHING

(JAN. 27) DEMONSTRATIONS OF FLUKE AND FLOUNDER RIGS, TACKLE & KNOTS.



2. COD, TUNA, MARLIN & WRECK

(FEB. 3) FISHING - USE OF LORAN & ELECTRONICS, BILL FISH & CODFISH RIGS.



3. WEAKFISH & BLACKFISH

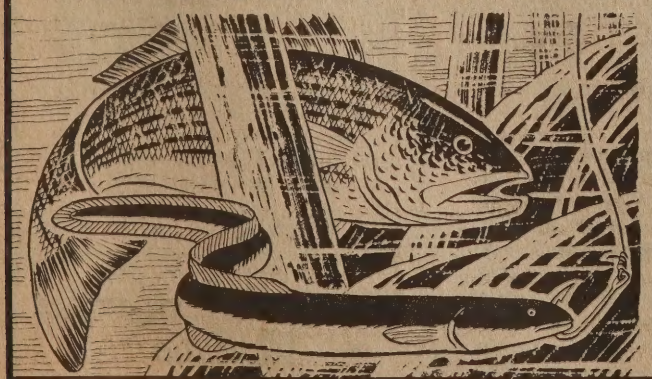
(FEB. 10) WEAKFISH RIGS, BLACKFISH TACKLE, SURFCASTING BAIT & LURES.

4. SHARK FISHING - BAIT & RIGS

(FEB. 17) SPLICING LINES, SPECIES AVAILABLE, CHUM AND EQUIPMENT.

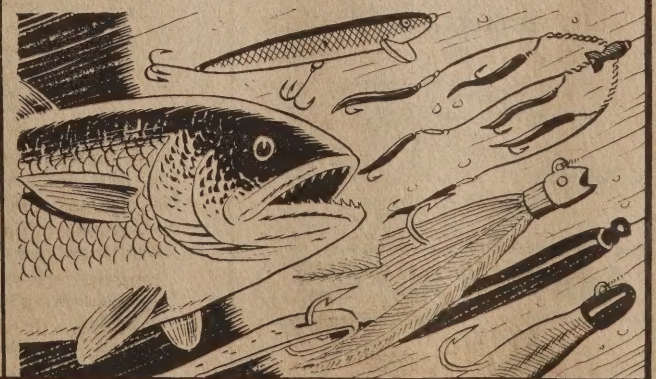
5. STRIPED BASS & BASS RIGS

(FEB. 24) CHUMMING AND LIVE BAIT METHODS, CASTING & TROLLING LURES.



6. BLUEFISH & WIRE LINING

(MAR. 2) UMBRELLA RIGS, TROLLING, CHUMMING, BASS & SURGE TUBE LURES.



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MORE HARASSMENT BY FOREIGN TRAWLERS

I would like to relate an incident that occurred to me on December 29, 1975 and perhaps you could squeeze in on Chum Lines.

Roy Bennett and myself had departed Jones Inlet on a clear and reasonably calm day for some codfishing. I anchored my 19 foot outboard rig in 105 feet of water approximately 150 degrees heading. There was a small cluster of foreign trawlers about 5 miles to the west, and another group about the same direction to the east. It was around 11 A.M. and we had just started to knock some nice cod. The group of draggers from the east began a dragging pattern and headed for the west. It appeared that the group would pass well into the south of my anchored rig. As the cluster of draggers headed west, the northernmost dragger broke off from his westerly heading and ran almost due north. By this time the vessel was ¼ mile away and closing fast on my anchored boat. It was evident that this vessel was intent on heading for my rig. Without wasting a second, we cut off all our fishing lines, and because of the speed at which the vessel was approaching us, I was forced to cut my anchor lines. I immediately floored the outboards as the dragger passed within 40 feet of my stern. I was enraged. Not only did I lose 500 feet of anchor line, I nearly lost my boat. The name of the offending vessel was the Peter Mast, apparently of East German origin. I was forced to return in minus an anchor. A complaint will be lodged with the Coast Guard, and I plan on sending copies of this letter to my Congressmen and to the President.
Ron Onorato.

NOTICE TO READERS: L.I.F. VACATION

It's that time of year again—L.I.F. staff members will be on vacation for the next two weeks. But the next issue won't be for another three weeks due to the fact that in 1976 there are 53 Thursdays. This happens once every 6 years when the first day of a new year falls on Thursday. So don't think you're getting short-changed—Subscribers will still receive 50 issues. The next issue of L.I.F. will be on February 5th, 1976—see you then!

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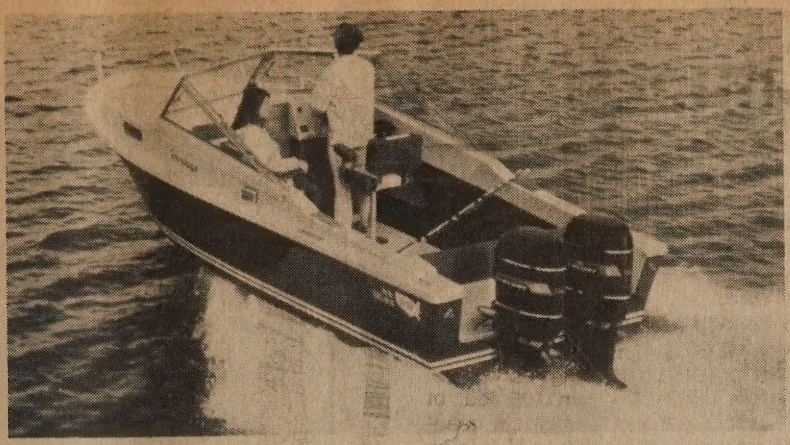

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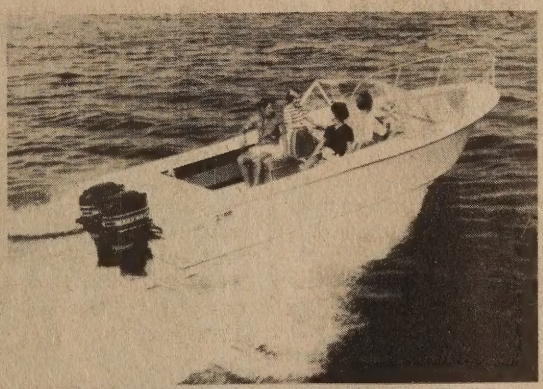

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How To Get The Most Out of The Boat Show

with Dr. William A. Muller

Have you ever wandered around the boat show for an hour or maybe more and had the feeling that you were missing something or that you had not really visited the exhibits that are important to you?

Well, I used to fall into that category. I would try to see everything: Every boat, motor, rod, reel, trailer, life jacket, etc. I realized that this was a very poor approach and decided one year to approach the show with a little intelligence.

First, you should decide where your real interests lie. Let's assume that if you're reading the Long Island Fisherman that you are interested in boats and related equipment because they help you to catch fish. Therefore, don't waste a lot of time on the main floor looking at all the yachts and sailboats. They are interesting to be sure and I always board one or two just to remind myself what affluence is all about, but then I get down to business. It is no difficult task to spend two to three hours on the main floor with those beautiful boats.

You're after fish remember? The chances are that the fishing boats will be elsewhere: on another floor or tucked away in the aisles and corners of the hall. Ok, so be sure to pick up a map of the exhibits and exhibitors as you enter. If you do not see them, ask for them. Take a minute or two to examine the floor plans and figure out the number codes for the exhibits. In this way you can get the general drift of how the show has been laid out and which types of exhibits are located on which floors.

Now think a minute. Do you need any accessory items this year? Perhaps a life-jacket or two to replace old ones which will not pass Coast Guard inspection? Maybe you need some hardware, rope, or a compass so that you won't get lost in the fog again like you did last year? The list of supplies that specialize in these items is large and most are clustered together. Where are these booths on the floor plan? Mark them off and write "accessories" on the paper.

Now is the time to remember how that outboard motor you have owned for half-dozen years was overheating and hard starting. Is it worth while to invest the money for a repair or should I buy a new motor? Motors, motors, where are they on this floor plan. Great, that's the idea! Circle it on the plan and write "outboards."

Winter is always a good time to evaluate the more subtle end of your pursuit of fish. That is, what have you done to enlarge your knowledge of fish and fishing. "Maybe I should be reading a little more. Maybe I can get a head start with the knowledge of others." Then you'll need books, magazines, and journals and these too are usually placed in the same general area. Check the floor plan carefully, however, because last year the Salt Water Sportsman was on one floor while we were upstairs along with tackle manufacturers. Therefore, find the names that you know and mark these on the floor plan. Many good bargains on books and subscriptions are usually offered at the show and you can usually meet one or two or the fishing personalities that you have followed over the years. Last year Rip Cunningham

and Spider Andreson from the Salt Water Sportsman were at the show along with Mark Sosin and these great guys are always eager to talk fishing. Scott Simons, Rich Reina, Pete Barrett and others have been available in our booth. This year we'll be at booth C171. We'll be looking for you!

Don't forget the tackle. Remember that reel that fell into pieces when the biggest bluefish of your life decided to cross the ocean without stopping? Your rods need some help too because the guides are worn, rusted, or bend beyond recognition. Maybe it is about time that you added a special rod that you've wanted for a few years and with the Christmas money wearing a hole in your pocket—why not?

Many tackle manufacturers are represented but they can be spread out depending upon their specialty. Again mark each off on the floor plan. By now I wouldn't be a bit surprised if you have lost front from back and one floor from another. To avoid this hassle you can mark the main entrance on the floor plan in bold letters and indicate each floor clearly. As you walk along mark key land marks such as snack stands and brand names on the plan. That way if you want to go back to an exhibit to check something twice you can get there in a hurry.

There are also a number of novelty item producers that are secluded in the back of the hall. They are interesting, however, because they may give you the answer to a need for a special gift or the perfect picture or plaque for a space on the wall that you have been saving for just such a "briny" item.

Don't try to gather brochures on everything that you see. Instead, take samples of those items for which you will need information later and make notes from the information offered by the company representatives.

One of the biggest mistakes that you can make is to work from the top to the bottom or the other way around. Once you have identified all the exhibitors that you would like to see set up priorities based upon your needs and your interests. Then, take them in order. If several of different priorities are close together you can break your pattern but the elevators and escalators make rapid transit easy and smooth.

It always amazes me how many people insist on coming to the boat show on weekends. The crowds do not permit comfortable examination of items nor do the hordes of people facilitate the transition from one floor to another. I recommend that the fisherman visit the show on a weekday and if this is not possible because a day off is not advisable at this time—then go in the evening.

I think you'll find that if you leave directly from work that the crowds will be light and the going very pleasurable. There are a number of Irish Bars around Columbus Circle where you can get a very good quick sandwich at a reasonable price. There are also several good restaurants in the area where you can sit and relax before a fine meal. Finally, you can skip both of these and grab a quick hot dog or hamburger from one of the many snack bars at the show.

The ride home to Long Island will be easier after 10 P.M. too because traffic will be light. If you do drive in you can park in several places. There is a municipal garage several blocks south of the Coliseum where you can park rather cheaply and there are usually a number of parking spots available since local workers will be leaving as you are arriving. There is also a parking facility available in the basement of the Coliseum but the rates are higher. Other private parking garages are found in the area but their rates are also quite high. OK, you're ready to go and have fun and maybe, just maybe spend a little of the greenstuff.

This year the National Boat Show begins on Saturday, January 10th and runs through Sunday, January 18th.

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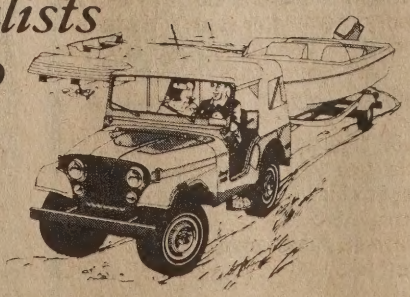

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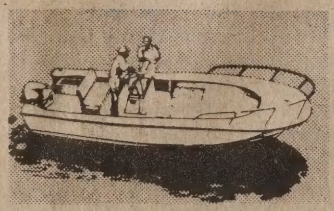

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WINTER BAIT

by John V. Konior

Bleak overcast skies, with chilling north winds cast a depressing shadow over the long winter months ahead. To compound this aura, you look longingly at the fishing rods stored for the season and tinker aimlessly over miscellaneous tackle. Your mind wanders, and you begin to hope for spring. Ah, the flounder season and the first chance to dust the cobwebs from the tackle. But alas, the flounder season is still months away, so you sink back into your easy chair and pout.

The better half now approaches and tells you that it's time to take the kiddies for a ride because it's Sunday and you don't want to hang around the house again. Your mind reacts quickly. Great, you think, a chance to get down to the beach and avoid playing Mr. Fixit. You can at least look at the water, even if you can't fish. So you load up the family herd in the buggy and off you go. You arrive at Jones Beach (or Rockaway, or wherever) and proceed to walk the beach or marsh, and after awhile you return home, momentarily invigorated from the salt air. But, alas you sink back into your old cloud quickly.

Does the foregoing description fit? Well, if it does read on, for here's a suggestion for filling in those long winter months.

Have you, in your jaunts to the seashore, noticed some families occasionally hauling back some heavy pails or an old burlap sack to the parking lot? Nutty sea shell collectors you think. Well think again, because these nuts are doing something constructive to take up the slack during the winter months. What they are doing is gathering up live skimmer clams. That's right! For believe it or not, there is an abundance of these crustaceans to be gotten for free. All it takes is a little muscle (and permission from the better half). These shell fish are not for eating, but instead are to be used for bait in the months ahead.

Don't get me wrong. The idea here is not to save money on bait. Clam bait is still relatively inexpensive and the effort you'll expend to gather and prepare them simply doesn't pay from an economic and time point of view. The point that I'm trying to make is that here's an opportunity to fill in some time with the emphasis on fishing.

To begin with, all along the south shore of Long Island, including the Rockaways and Coney Island, are extensive stretches of beaches which are accessible to the public. During the winter months tides are normally more acute and storms are more frequent. These conditions account for situations where vast numbers of ocean skimmer clams are washed ashore. The cold temperatures, often accompanied by snow on the ground, prevent the clams from spoiling quickly. The trick is to time your visit to the beach a day or two after a storm or moon tide. Generally, the best time is when the tide is on the ebb midway through since the clams are stranded above the high water mark. Should you get there too late, all you will find is a bunch of empty shells attesting to the appetite of the sea gull. Will you always be successful? Nope, because that's the chance you'll be taking. It's much like fishing in this manner. But when you do find them, be prepared for some invigorating exercise.

The kids and I enjoy the experience, however, and have fun gathering up the clams. You can actually go overboard in gathering them (not wanting to leave any). The problem is with lugging them back to the car. I generally bring along a burlap sack. If I strike out, no sweat. If I'm lucky and fill the sack, we all take turns carrying (or dragging the sack) back to the car (and sweat we do).

My favorite areas for clam gathering are at Jones Beach (West End 2 Parking Field), the western most beach of the Rockaways, and Robert Moses State Park. During a typical winter season I gather up enough skimmer clams to last me through the summer months.

Gathering the clams is one thing. Preparing them is another. Unless you have a basement with a slop sink, make sure to placate the wife because the next step is a bit messy. First, dump the clams in the sink and wash thoroughly. It's a good idea to keep the sink stopped so sand doesn't clog the drain. Second, begin shucking. This is easy since skimmer clams, being large, can be sliced upon with a relatively dull knife. Don't use a sharp knife unless you want to decorate your fingers with bandaids.

Keep a trash can handy, lined with a plastic trash bag to throw away the clam shells. Keep a large bowl handy to store the shucked clams. Third, prepare your clams. This step need not be done immediately. Cover the bowl and store in

GATHERING

the refrigerator until you are ready, but not more than a week. I like to prepare my clams as follows: whole, clam foots, stripped (natural and dyed), clam bellies. Nothing is lost, use everything.

The whole clams are used for such fish as cod, or for stripers in the surf. The feet are used for surf bottom fishing. The clam bellies are used for chumming (flounders and stripers). In stripping the clam I use the hard foot part (tongue). I cut the foot into ¼" wide strips, placing the strips into three bowls. I then dye the strips red and yellow using standard food coloring, which is available at the local supermarket. When dying the clam strips pour the food coloring into the bowl containing the clam strips; stir, and let set for a half an hour. While waiting for the strips to absorb the color, I package the natural strips using plastic baggies, generally 12 to 18 strips per package. Seal and freeze immediately.

After the dyed clams have set properly, package in the same manner as the natural strips, but use plastic gloves. I learned this the hard way and had bright orange hands for several days after. The dyed clams, as many of you already know, make an excellent bait for flounders; the yellow clams simulate mussels while the red clams simulate bloodworms. I've been trying to simulate the color of sandworms, but no luck as of yet. Oh, by the way, tie up the plastic bag of shells and discard. (Your sanitation man will be wondering what kind of a feast you had.) I don't recommend that you keep the shells even if you enjoy collecting them, or intend to use them to border a flower bed. They'll literally stink to high heaven in a couple of days, so throw them out. There are an abundance of weather beaten shells on the beaches for this purpose.

So limber up the muscles, and turn your beach outings into a treasure hunt. Even if you're not disposed to beach outings, give it a try. If you're lucky you'll have plenty to do to pass the winter months away, and at the same time be preparing for the flounder season. Good luck and happy undepression.

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FRESHWATER FISHING
with Angelo Peluso

Tackle Care

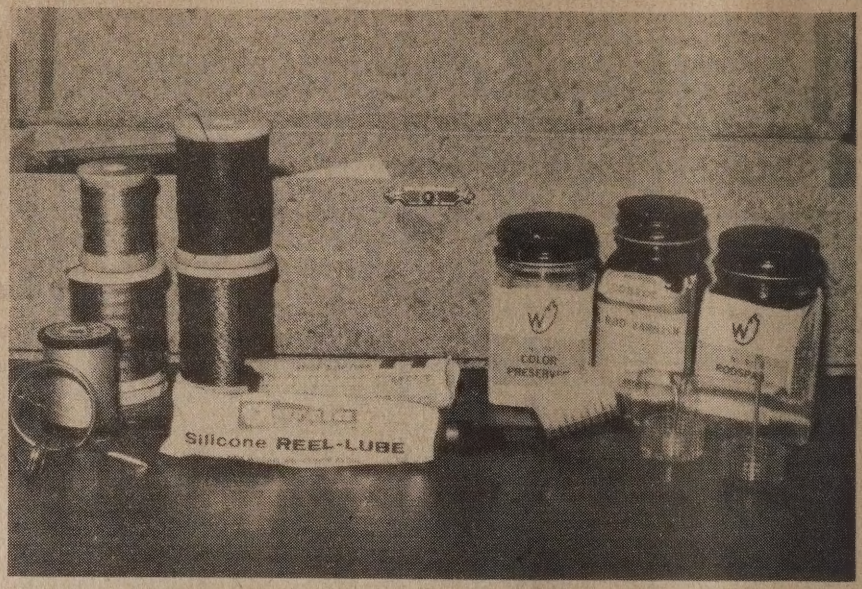
It seems as if only yesterday the bell rang beginning the 1975 freshwater season. Now after eight quick months, the curtain descends ending, for the most part, another year in the exploits of Long Island anglers. Some photographs, a few fish stories, a mount (hopefully) are all that we have to carry us through the cold winter months. But while we sit and wait for another angling dawn, there are a few things that should be done to better prepare for the fish that await us. The preparation, simply stated, is preventive maintenance for tackle and equipment: Care for that gear of yours and it will take care of you when the chips are down. A lost trophy or a ruined piece of equipment is no one's fault but yours, if neglect is the cause. Aside from conditioning your gear, the tune-ups will keep you busy during a significant part of the off-season. It's nice to be able to relate to fishing during those periods when you are unable to physically go.

There are certain tasks that must be performed as soon as the season comes to an end, and before the gear can be stored. There are other chores that can be undertaken during one's leisure to re-vitalize and re-condition tackle. Since this article is concerned with presenting the "need to do" things, let's take a look at some of the necessary maintenance steps.

All of my priorities of immediate care have been set so that conditions which could cause permanent mechanical damage to my equipment are eliminated first. In following the philosophy of, "first things first", here is what has to be done.

Reels. The first step in preventive maintenance with reels is to pass a wet rag over all of the reel's external parts. This will assist in removing most of the grit, grime and dirt that has accumulated with use. For many of those hard to get at spots use a small, moistened cotton swab. As much of the visible dirt that can be seen should be removed during this phase.

Step two is that of disassembling the reel. This can be a very tricky affair, and I must emphasize that if you are to attempt this for the first time, be certain to study the reel component diagrams that are included as part of the purchase package. There is nothing more frustrating than a left over part or two after the reel is "completely" assembled. A few moments of study will save a lot of aggravating hours. When taking-down the reel place each piece on a work surface so that it is in a recognizable order when you begin the re-assembly.



The complete home rod repair kit.

Once all of the parts are removed, I wash each separately with cold water and then soak in a cleaning solvent capable of removing all dirt and caked lubricating grease. I like to use a mixture of ⅔ kerosene and ⅓ light oil as the cleaning agent. After soaking each component I use a tooth brush to remove any remaining residue. I will also apply solvent to the external reel housing and then brush clean. All components should be re-washed in cold water and dried prior to the re-assembly phase.

Prior to replacing spinning reel cover plates or casting reel and fly reel side plates, apply a coat of reel lubricant to all internal portions of the housing. Following the complete assembly, apply a fine coat of oil or lube to the handle, handle shaft and all other external parts. Make it a point to carefully inspect bails, line spools, screws, spools, level-wind mechanisms, etc. Where it is apparent that damage has occured, replace the particular component. If you feel that you are unable to perform a home repair then by all means send the reel to an authorized repair station. This is sometimes a very wise move, since permanent damage can be caused to a reel if it is repaired incorrectly.

Before the reel is actually stored, coat all outer surfaces with a fine film of oil. This will offer protection from rust. Also, do yourself a favor and remove all line from the reel spools. Line that has had the opportunity to "age" during periods of non-use has a tendency to become brittle and develop kinks and coils. I remember making a statement in an article similar to this one that since the line is the all important element between the fish and the fisherman, I like to discard line at the end of a season and re-spool with fresh mono just prior to opening day. For those of you that enjoy angling with a fly, remove your fly line, clean and dress with line dressing and store in loosely wound coils.

Rods. Most of today's fishermen own and use rods constructed of fiberglass. Glass rods, due to the reasonable purchase price, have become the most popular variety on the market. Unlike their earlier predecessors, whose construction was of wood or bamboo, these modern day tools of anglers are relatively easy to maintain. The efforts needed to keep a fine glass rod in excellent condition are minimal, but very, very necessary. As with the reels, the first maintenance step for a rod should be to pass a wet cloth over it completely...This will, once again, remove all outer layer dirt and sand that

(Continued on page 41.)

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THE BOTTOM LINE

with Scott Simons

Story of the Tides

Last week I received a letter from an irate reader complaining that L.I.F.'s tide tables were wrong. Seems that he wanted to do a little frost fishing on the beach, so he went down during the time he had figured from the tide tables for low tide. But when he arrived, the tide was high and it was a wasted trip to the beach—and consequently wrote the letter of complaint to L.I.F.

The fact is that the reader didn't understand how the tides and currents work—and he obviously isn't alone. Next to "how can I tell when the locks are closed in Shinnecock Canal," the most popular question by phone or letter is "how the heck do your tide tables work?" So to clear up the confusion, this week we'll discuss the difference between the tides and currents and how to compute the times of both.

The tides are the *vertical* movement of water. There are two stages of the tide—High tide and Low tide. Each is approximately six hours apart, usually giving us four tides a day—two high and two low. The water will pause for a short time as the tide changes—this is known as "slack water" or "change of tide." High tide tables give the times of the high tide in various locations for a particular day and are printed weekly in *The Fisherman*. But these times will only tell you when the water will reach its highest level. What usually interests the fisherman is the time that the water will slack as it prepares to move in the opposite direction. This is when *currents* come into play.

The Currents are the *horizontal* movement of water. There are two basic current movements—incoming (or flood) and outgoing (or ebb. Each has the same duration as the tides—approximately six hours. The high tide occurs during incoming water and low tide takes place during the outgoing. The high tide tables give the time when the water reaches its *highest level*, not when the currents stop and start at the slack. This is where many anglers go wrong. Let's look at a hypothetical example to see why this is so important.

At 8 A.M. there is a slack tide in an inlet. The incoming current then begins to move, bringing water through the inlet and into the bay. After the current has been moving for two hours the water in the inlet will reach its highest level, and this is the time (10 A.M.) that will be given in the tables for high tide in the area. BUT THE WATER WILL CONTINUE TO MOVE FOR AN ADDITIONAL FOUR HOURS BEFORE SLACKING. Although the water in the inlet itself has reached its highest level, the areas beyond it have not. The current must therefore continue to carry water to these areas until they have also attained their highest level.

There isn't any set time difference between when the water will reach its highest level (high tide) and when the current will slack before changing direction. The difference may be ten minutes, six hours or anywhere inbetween. How do you know what this time difference will be for a particular area? Start by computing the high tide from the tide tables for the area you are going to fish. This time will be the starting point for further calculations. When you are on the water, note the time that the water actually goes slack just before the incoming current starts. Compare this time to the time for high tide and note the difference. Is it one hour? Two? Two-and-a-half? Whatever the time difference is, subtract it from the time for high tide and you will have the *approximate* time that incoming water begins in that area in relationship to the high tide. In the example we have been using the time difference was two hours, so the angler would subtract this from the time given for high tide to find out when the incoming water begins in the inlet.

The reason why currents are so important to successful fishing is that the fish use them as an aid when feeding. When moving water comes into contact with a bottom formation a turbulence is created that renders

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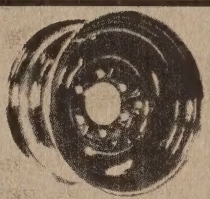

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baitfish helpless, making them easy prey. This turbulence will vary in intensity and duration during different stages of the current, so certain current stages on a particular bottom formation will be more productive than others. For example, a sand bar in the inlet we have been discussing may only be a productive fishing area during the first two hours of the incoming. This is important to know, obviously. Why spend six hours fishing there if only two hours are productive? After you know the productive current stages for several locations you can have a full six hours of good fishing by moving to each bottom formation at its prime productivity. Naturally, this technique will be reflected in the size of your catch. And you won't have to waste a 13-cent stamp sending a letter to *The Fisherman*.

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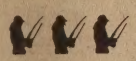

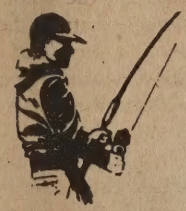

NOTICE TO READERS: L.I.F. VACATION TIME

It's that time of year again—— L.I.F. staff members will be on vacation for the next two weeks. But the next issue won't be for another 3 weeks due to the fact that in 1976 there are 53 Thursdays. This happens once every 6 years when the first day of a new year falls on Thursday. So don't think you're getting short-changed— Subscribers will still receive 50 issues. The next issue of L.I.F. will be on February 5th, 1976—see you then!!!

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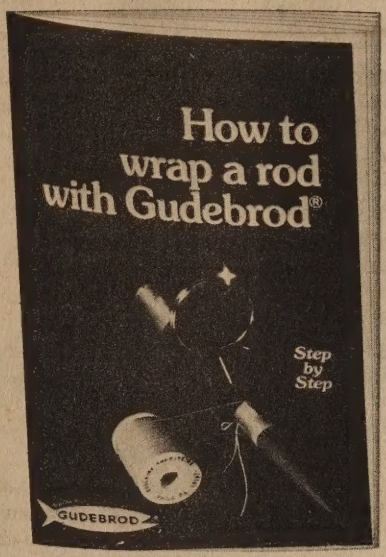

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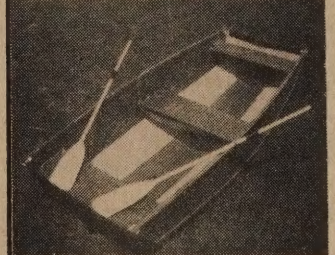

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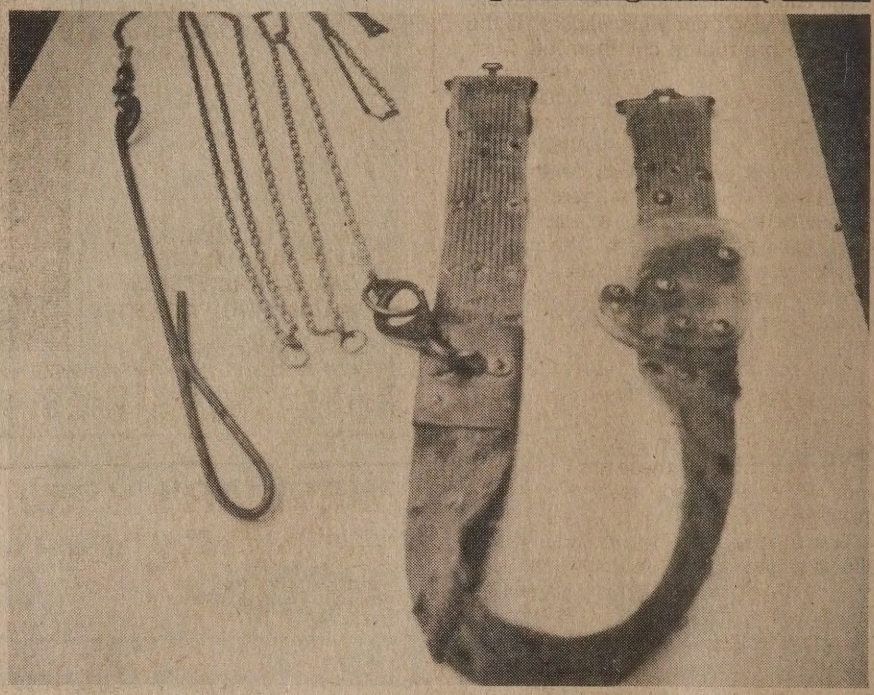
STRINGERS



Among the attachments found suspended from the surfman's belt, the stringer is second in importance to the gaff. When standing in water up to your ankles you can get by without either one. Even then if you have a walk back to your car one can tuck only so many bass or blues under your arm. It is during those times when you are perched on a rock on Montauk's south side or out on the bar at Cedar in your wet suit that a stringer is a must. Even if that is not your bag, precious time can be saved by not walking your fish back to the beach each time you score. If the line up is off the beach such as the North Bar you will not make friends with your neighbors by trying to pull a struggling fish through the line to dry land. Every trip over those slippery rocks also increases your chances of a slip.

If the fish is small try to bring him to you and either gaff or grab him where you stand. When you have a large fish on, walk her down current until you clear the line, then make your choice on how to land your prize. There are times when once you step out of line your place will be closed out, resulting in hard feelings, heated words or worse. If you do lose your spot a large fish will put you in a happier frame of mind anyway.

Any of the fish stringers Ive seen for sale in the stores were totally inadequate for my needs. After playing around with various homemade stringers which looked nice while standing in the cellar but always seemed to give me trouble in actual battle conditions. Sal and I came up with one that works fine. Remember where you are going to use it—a pounding surf, slippery rocks, wriggling fish with or without teeth, your plug swimming free after dislodging it from the fish's mouth or tail, rod tucked under your arm, don't drop it, etc., etc. Damn, I wish I had two more hands. All the while fish are breaking all over the place and the guy next to you is yelling, "Guess who's in again." How many thumbs do you have? Ten!

The materials I use are listed as follows:

12 feet of brass sash-chain (heavy)
2 foot piece of brass brazing rod
1 large brass ring, diameter 1¼ inches
2 #11 size split rings
1 large Tuna swivel
4 copper or aluminum rivets
1 brass snap hook
1 chrome eye strap
4 brass nuts and #8 bolts 1 inch long
1 piece of sheet brass approximately 6'' x 3''.

I assume that you already have a pistol belt.

This list will be described in more detail as we go along, and naturally modifications and substitutions can be made to suit your fancy. Most of this hardware can be picked up in your local hardware and tackle stores. For the sheet brass and brazing rod try a surplus store such as the one on Merrick Road, two blocks east of the Wantagh Parkway. All of these pieces are non-rusting metals which will eliminate replacing later on.

To begin with I specify the heavy brass chain. This has larger links than the normal sash chain found in the run of the mill hardware store. Of course the smaller chain will do in a pinch but the larger size does not kink and knot as readily. If it does knot, they are easier to shake out.

In order to assemble, take the brass rod and bend it to make a small closed loop on one end. This loop has to be small enough for the large ring to pass over it. Heat the rod with a torch so that it doesn't snap and before you close the eye all the way slip on the tuna swivel. Take the other end of the rod and bend it into a long loop with the end flared away from the main shaft of the rod. Be sure that the overall length, 12'' or more, of this threader is long enough to allow you to keep your fingers away from a bluefish's teeth as you pass the rod through the gill plate and out the fish's mouth. This is the hardest part of the job, bending this rod into shape, so it might be a good idea to buy a few rods in case you mess up one or two in the bending process.

Now take the chain and pass one end through the free eye of the tuna swivel and lay it upon itself to make a small loop. Line up the last two links of the chain with two links on the standing part of the chain and rivet them together. The chain should now be attached to the rod, put some pressure on it to make sure it holds. The reason for the swivel is to prevent the chain from twisting when the fish which was strung swirls back and forth with the action of the waves.

The large ring is now attached to the other end of the chain with two rivets as before. The chain has now become a stringer. All that remains is to fasten it to the belt and spacing the split rings, which will come last. Lay the stringer aside, for now we have to fasten the snap hook to the belt.

Take the sheet of brass and fold it over the belt so that it goes all the way around

with about an inch overlap. Pick the spot where you feel you want the stringer positioned and with the doubled part to the inside, drill two holes all the way through the brass and belt where you have that extra fold of metal. Insert the bolts so that the nuts are on the inside of the belt when it's around your waist. Now trim the brass sheet and file off any rough edge so that it looks neat but more important won't cut your waders. If the bolts are protruding cut them off flush with the nut. I don't use washers in order to keep the profile as slim as possible so I put a spot of solder on the bolt end and nut to keep it from backing off. Sand this as smooth as possible because this will be rubbing against your waders or top.

Center the eye strap on the plate, mark your holes and drill through as before. Bolt this to the plate, making sure the snap is enclosed with the open side of the snap up and finish off as before.

Now put your belt on, snap the large ring into the snap and every four feet or so (depending on how much you want hanging down) fasten a small split ring to the chain. Snap these into place on your belt followed lastly by your threading rod.

The manner in which this is set up allows you to free the rod with one hand while holding your fish in the other. Push the rod through the gills and out the mouth grabbing the end as it protrudes. Pull the chain through and let the fish hand here until you unfasten the rest of the split rings.

The fish can be strung in two ways with this stringer. The first will give her about six feet to clear your legs. This is accomplished by simply not removing the last or large ring from your belt. Once the fish is threaded replace the rod only onto your belt.

The second method allows the fish twelve feet of freedom. After the fish is threaded remove all split rings including the last ring, keeping this one in your hand. If you drop it the fish will slide off the other end. Pass the tip of the rod through the hole and slide the ring around and over the small loop on the other end of the rod. When the fish is slid all the way to the end of the chain, she is held there by the loop which was formed. Subsequent fish are simply threaded and allowed to slide down on top of this fish which will act as a stopper preventing them from sliding off. The stringer is held on by the rod which is placed back on the snap.

The last advantage of this snap is if Jaws would like to have your fish for dinner, it's a simple matter to slide the chain off and give him the fish. You can always catch more fish. Well maybe! Anyway you'll be around to try.

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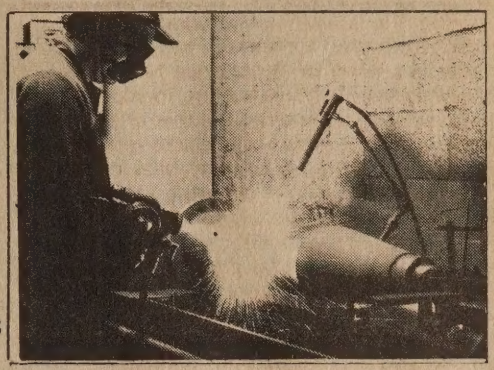

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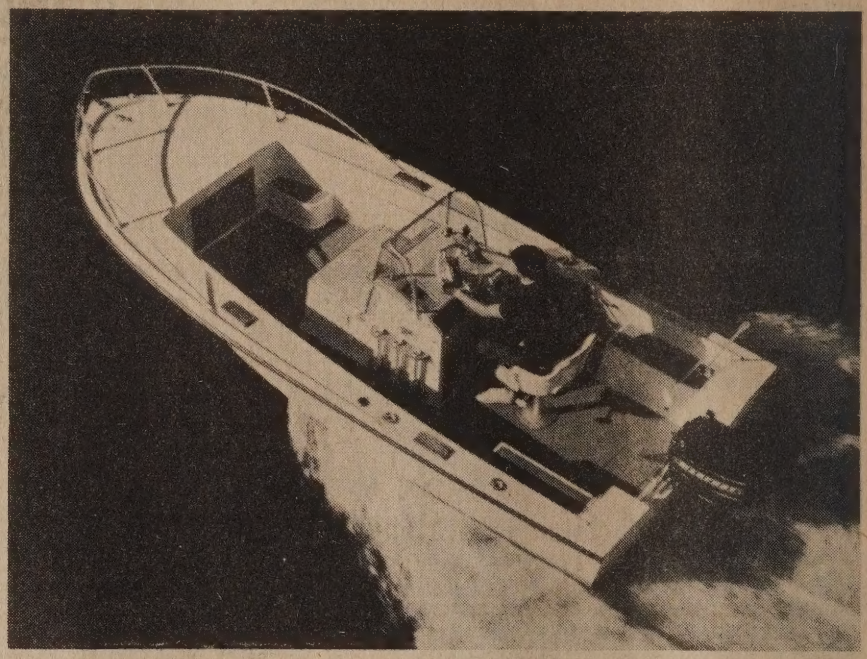
CROSSING THE BAR with Don Vetter

Saving Fuel

Part One

It is hardly necessary to point out the advantages of squeezing the most performance from every drop of gasoline today; one look at the pump prices will convince you, especially since we are faced with the prospect of ever rising petroleum prices to further crimp the family budget. Cursing the oil barons of the OPEC countries will avail little, cutting fuel waste will. This is indeed the time to thoroughly examine your boat and motor with an eye to improving fuel economy.

When boat performance begins to fall off in mid-season your suspicions should become aroused. If your craft could manage a brisk 36 mph back in June and ony a sluggish 30 in August and fuel consumption has risen to boot, the time has come to examine the bottom. You may find your boat, having been moored at dockside since her early June launching has acquired a heavy coating of green glop on the bottom of the hull by August. Although this slimy growth may feel slippery to the touch, it can add a tremendous amount of drag to the boat and cut performance to a considerable degree.



A well-tuned motor on a clean hull is essential for good fuel economy.

The amount of resistance that such bottom fouling produces was revealed in a study made for Evinrude Motors. Boat speed was recorded as having dropped from 26.5 mph to 18 mph on a craft moored for just 30 days in salt water. In freshwater the reported drop was somewhat less, but still recorded at a substantial 6 mph. The tests were conducted with a 16 foot fiberglass hull powered by a 35 h.p. outboard motor.

Compounds for cleaning the hull bottom are actually nothing more than strong detergents. They must be applied full-strength to the hull or diluted according to instructions on the container. A sponge-mop with a sufficiently long handle makes a good applicator and a stiff-bristled scrub brush is a good adjunct as it may be required to remove some of the more stubborn accumulations of the growth. Bottom fouling is generally not too difficult to remove while it is still wet, but if allowed to dry, it takes on cement-like characteristics which may defy your best scraping efforts.

Since you have your boat out of the water anyway for bottom cleaning, now is also a good time to inspect the lower unit and propeller of your motor. Check the propeller for nicks and dents on the leading edges of the blades and the blades themselves to be sure they are not bent out of shape. Any deformities on the propeller blade surfaces can lead to reduced performance, excessive vibrations and a sharp drop in fuel economy. Nicks may be filed down easily by the boat owner, but hammering out a dent requires the use of a pitch-block and is usually the domain of professional propeller service personnel. Badly bent blades on outboard propellers are usually cause for replacement with a new wheel; they are but rarely reconditioned as are the larger, more expensive propellers found on inboard craft which are generally constructed of malleable bronze (which is more amenable to repair) rather than the aluminum or steel used in outboard propellers. Some propeller manufacturers have an exchange program whereby a badly damaged propeller may be swapped for a new one at about one third of the retail price of the original.

Before you launch again, be sure to pull the inner hull drain plug to allow any water that may have collected in the bilges to escape: water weighs about 8 pounds to the gallon, so you can easily see that lugging around even a few gallons that you don't have to can increase your operation expenses while it reduces performance. Some boats were designed with the drain plug practically impossible to reach from inside the hull; in these cases a bilge pump either electric or manual is a valuable accessory. Your cockpit may be self-bailing but a certain amount of water seeps inside the double hull with use, gaining acess through such orifices as seat-stanchion screw holes, for example. Be sure to replace all drain plugs, inner and outer, before re-launching.

Suppose you say to yourself, "My boat has a dry bilge, a new propeller and a clean bottom, so how come my performance leaves much to be desired and my fuel economy is lousy?" There are many other factors to be considered which affect fuel economy and performance. An engine tune-up may be the next thing to consider. The average boat owner is often not equipped with either the tools or the skills to perform this necessary bit of maintenance on today's sophisticated outboards, but such things as checking spark plugs, fuel filters, lower unit lubrication and the like are not beyond him, particularly with the assistance of the motor manual.

(Continued on page 36.)

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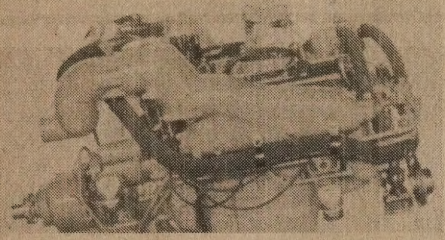

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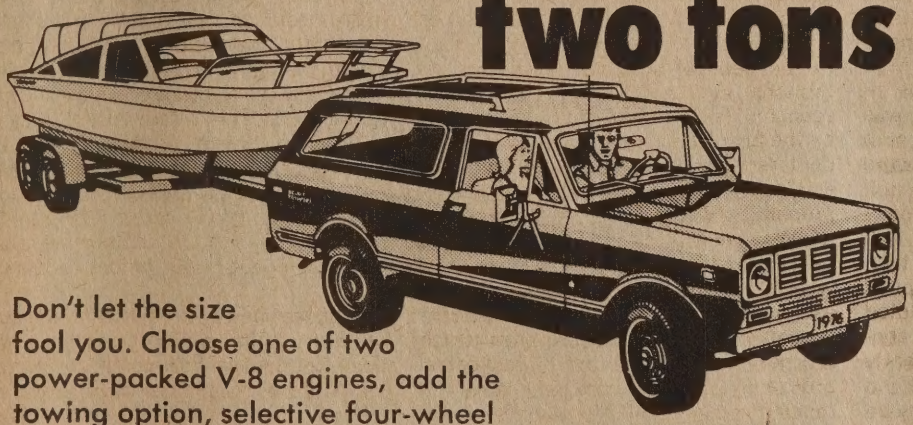

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We're Just Plain Lucky

by Matt Ahern

"Just about every school kid knows Long Island's shaped like a fish, but at the same time, do we fishermen realize it's the greatest fishing spot on the east coast? Yes, sir, whether we know it or not, I'd say we're just plain lucky."

So said my fishing buddy, Nick Hauck, as we fished for flounder from a bobbing skiff anchored in Reynold's Channel near the Long Beach Hospital. In between fish, the chatter had gotten around to Long Island's fishing potential. I had to admit Nick was right, for I know few places that offer the abundance and variety of fish as does Long Island.

What fish appeals to you? Broadbill swordfish? White marlin? Tuna? Monster sharks? Some of the largest have been caught in Long Island waters. Stripers? Blues? Weaks? We hold a back seat to no one. Codfishing? It's a twelve month operation on Long Island. Mackerel? We haven't had a poor year in many a moon. Blackfish? A cinch...with tackle busters common.

Sea bass, porgies, kingfish? We're still in their pitching. Snapper? Every summer these baby blues abound in teeming numbers throughout our shallow waters, affording much sport for the enjoyment of whole families. Fluke? Last summer was the best in years. Flounder? Boy! Do we have flounders! Plus pollack, ling, whiting, snowshoe flounder and eels.

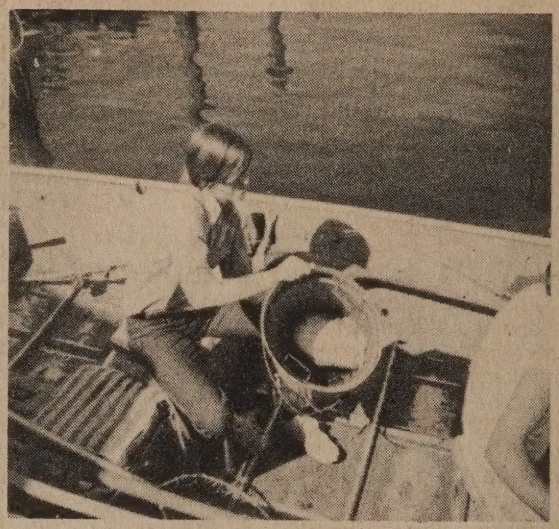
We've got them all.

For the bottom fisherman in particular, and for the fisherman who knows his stuff, Long Island excels. It matters not where he dunks his bait, he's almost certain to score.

There is good reason for this.

For the shore-bound angler, Long Island has well over two hundred miles of fishable water. And that's not counting large bays, deep creeks, canals, groins and jetties. Some of this is private property and some have restrictions, but a good deal of it is open to the fisherman, especially out east. It is here where the land-bound angler gets in his licks. If a bottom fisherman can't get some sort of action from this amount of fish-producing water, he isn't trying.

But every fisherman is his own man and, sad to say, not everyone enjoys casting from lovely moon-washed beaches or sun-drenched shores. And for these anglers, one of the most popular methods of fishing is to use the facilities of the many party boats leaving from just about every port along the south shore,



...Whether fishing from a skiff,

...from shore,

...or party boat, success comes easy on L.I.

stretching from Brooklyn to Montauk, and thence back along the north shore.

Most of these rugged craft are bottom fishing boats, manned by experienced, professional skippers and crews. Over the years, these party boats have provided top-notch fishing for hundreds of thousands of happy, satisfied anglers.

Some of these party boats fish in bays, some in the Sound, some several miles offshore in the ocean proper. A few make longer journeys far offshore, leaving one day and returning the next. To spend a day on the water with these professionals and their "regulars" is to enjoy fishing to the utmost. It's something that isn't soon forgotten.

For the angler who likes specialized fishing and super-service, charter boats are available everywhere good fishing is found. During the season, the demand for these charter boats is high, and it sometimes seems there are more of these particular type of craft plying Long Island's waters than anywhere on the east coast. Arrangements for fishing aboard these boats can be made in advance for any type fishing desired. Like the party boat skippers, these captains have a great reputation for getting fish.

Then for the angler who would rather fish sheltered waters with a buddy or two, Long Island has many fishing stations spotted around every good fishing area. These stations provide large, comfortable, ruggedly constructed skiffs, plus any bait or tackle needed. Rest rooms and ample parking is always available and most have the convenience of hot coffee and sandwiches should these be desired.

The saying a stranger in a strange land surely applies to the fisherman who makes his first trip to an unknown fishing station. But this gentleman need have no fears, for the station owner is only too happy to pin point the best fishing spots. As with good party and charter boat skippers, these station operators won't con an unsuspecting fisherman. If there's fish to be had, they'll let it be known, and by the same token, if the fishing is slow, they won't hesitate to say so.

I don't know what the fisherman would do without Long Island's bait and tackle shops. Bait needed for any fish in season is always obtainable, and here, too, are often found large selections of the best and latest in the tackle maker's art. It is here where veteran fishermen meet and swap information.

Next to joining a fishing club, which is highly recommended, the fisherman will find no better source of last minute information than that available at these tackle shops. These business men have been serving Long Island fishermen for years and there isn't anything on the subject of rods, reels, terminal tackle and the best places to fish that these fellows can't answer. With little exception, these enterprising business men are fishermen themselves, and what news is passed around is up-to-date, honest information.

And these enterprising business men are fishermen themselves, and what news is passed around is up-to-date, honest information.

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Be advised to find a tackle shop with the homey, attractive atmosphere you can live with, then become "one of the boys" and watch your fishing prowess increase. It can go no other way but up.

All these are reasons why Long Island's sparkling, sunlit waters are hard to resist. Often teeming with fish, they beckon and beg the working man to forget his workday cares and gather up his tackle and spend a day pursuing his favorite sport.

If you're not already a dyed-in-the-wool fisherman and just wetting your feet so to speak, not only will you soon discover why Long Island is a fisherman's paradise come true, but it won't take long before you'll have fish beating a tatoo in your bucket. Try it. You'll be convinced.

Yes, sir. As my buddy Nick Hauck said: "...we're just plain lucky".

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HANDLINING

by Gerald Hahn

One day, while I was fishing from a jetty, I overheard two anglers who were bragging about how expensive their equipment was. Indeed, their surf rods and matching spinning reels must have cost over $200 altogether. Just then, a middle aged man came along. His "gear" consisted of one paper bag. He climbed down to the lower rocks and selected one to stand on that was relatively flat. Then he took out all of his gear. A tin can onto which he had wound several hundred feet of 50 lb. test mono, a two-hook tandem rig with baitholder hooks for porgies, and a 4 oz. bank sinker tied about 3 inches below the rig—a few bloodworms and he was ready to fish. After baiting up, he unwound a number of loose coils from his spool and arranged these carefully near his feet so as to avoid tangles. This reminded me of a saltwater fly fisherman who must do the same before he casts. Once he was satisfied that everything was in order, he set the spool on a rock within his reach. With one hand, he took hold of the mono about 18" above the rig while with the other, he held onto some of the laid out line at his feet. He then began to balance and brace himself; he looked like a cross between a shot-put athlete and a javelin thrower. When he was set, he began to whip the rig in a circle like a cowboy about to lasso a steer. After building up momentum from the arcs of his rig, he let go and cast it to a distance that would embarrass many surfcasters with rod and reel. Considering that the two anglers who had been going at it, stood open mouthed as they observed this performance, I suspect they caught the message. The loose coils of the handliner, unwound neatly and as these were paid out, he took hold of his spool in order to let out even more line. Despite all of this activity, the bait remained on the hooks. All of the movements had been performed smoothly. Sensitive fingers would reveal the slightest nibble followed by a short jerk on the line which would set the hook. "Reeling" in was the easy part.

What amazed me was the simplicity of it all in terms of minimum equipment coupled by the skill necessary to cast a line out by hand from a difficult spot. That man caught as many porgies as the anglers mentioned above. In general, I am curious about all kinds of approaches to fishing and of course, I gave this method of casting a rig a try. It was not easy. It also made me think about fishing in a different way—but more about that in awhile.

I remember being limited on some fishing trips when I was a child. My parents never fished and I had no equipment. Frequently, on such invitations, there were not enough rods to go round and I would be given a handline rig smaller to the type mentioned or some store bought variation that is arranged on a piece of cardboard or a dowel stick. It was easy enough to lower the rig to the bottom from an anchored boat and I remember having caught as many fish as other people with rods and reels. I have seen anglers often enough drop a handline from a bridge or pier and do just about as well as others. In fact, recently, I saw an old timer at the Shinnecock Canal outfishing everyone (for flounders)—again with a simple handline. He obviously knew something that others with rod and reel didn't and that was where to fish. In all of these places, casting is relatively unimportant. It was the difficulty of casting a line by hand from a rock jetty which impressed me, because I have seen anglers with rod and reel have difficulty getting a line out from such a spot. Many jetties are crowded, crossed lines occur frequently before and after casting, rocks can be treacherous when wet, and then there is always the uneven bottom to contend with on the retrieve; before the angler with a rod can make do with all these obstacles, he winds up with a bird's nest or a cast that is far too short.

Since that time, I have noticed a number of other people from countries as diverse as the Philippines, Latin America, Southern and Eastern Europe, in addition to the U.S. employ exactly the same methods of casting a rig by hand, on the north shore and south shore of L.I. Some do a variation of the above and make shorter casts. This is useful when working in close to the rocks, as when blackfishing. In this method, instead of boloing the rig, the angler tosses it out using an underhand or sidearm motion after arranging the line in coils as in the first method. The heavy sinker and line are important in both methods. Although I have never seen an angler cast an artificial on a handline in Long Island, I know that lures have been used with this method in the tropics. Any brightly colored piece of rag is tied onto a hook and a similar cast is made to a nearby rip, deep hole, or area where the current is active. It is the water that provides the action here just as when casting an artificial into these spots with rod and reel.

Handlining is probably one of the earliest methods of fishing after the spear was replaced by the hook. And, as stated, it is still used widely especially in countries where the cost of a rod and reel is prohibitive. One distinct advantage of the handline is that an angler can detect the slightest nibble because his fingers are always on the line. Many sharp fishermen with rod and reel have learned from the handliner to hook the index finger over the line after casting, in order to get an equivalent sense of feel. A rod tip, although sensitive, cannot match a human finger in this respect particularly when fishing for smaller species that tend to hit in a timid manner. Certainly when fishing from places where casting is not important, the handliner has the same chances as the angler with a rod and reel. The

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limitation is where larger species are sought in areas where casting distance is important and "working" a lure or bait in a variety of manners becomes necessary. But, as stated, a skilled handliner can cast his rig to a surprising distance; what he cannot do is to make continuous casts in a rapid manner.

I wonder that with all that science and industry have developed for the fisherman today, reels that work like clocks, rods made of synthetic materials and calibrated with sophisticated machines to perform consistently, longer lasting monofilaments (I won't even begin to go into boat accessories), whether something more basic may be forgotten. Many anglers pack up as soon as they lose their last sinker and will not bother to fashion one out of nearby available materials. Acres of excellent mono are discarded on the beach by the same who cannot think in terms of using this material for tying sinkers or making their own rigs. Izaak Walton had to tie horsehairs endlessly to make a fishing line that would enable him to cast a few feet out. How many anglers have put away or refuse to buy conventional reels because it is too much trouble to learn how to cast with these? I'm not knocking all that industry has invented for the sportsman—I think it's great—it's just that a lack of curiosity about all the possibilities of the sport makes it far less enjoyable and appreciated.

I would recommend to every angler, beginner and pro, who gets too cocky about his "equipment" and his skill to give handlining a try at least once. Go out there one day with the minimum of equipment and you will feel something basic happen, perhaps a link to the past and some thoughts about how it was (and still is) for most people to fish without all that fancy gear. It will make you appreciate that gear more and perhaps to maintain it better and to learn how to use it properly. It really is a mind opener.

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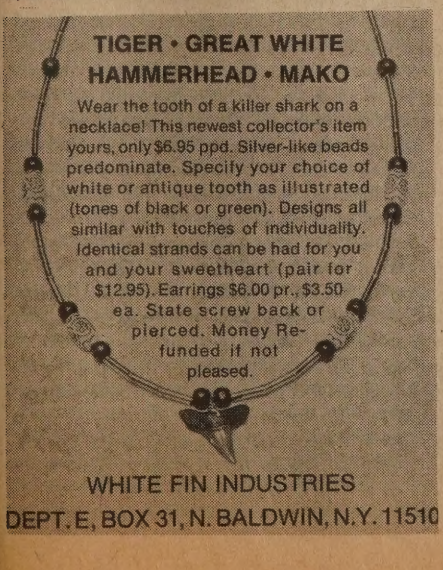

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Part VIII L.I. Marine Ecology

A Few Ideas About Fish Populations

by Dr. William A. Muller

For some reason a lot of fishermen are reluctant to believe that fish are subject to physiological and other survival problems just as man is. When you discuss striped bass, for example, in terms of disease and predation, many a regular shakes his head and insists that your brains have been replaced by beans.

In this article I'd like to discuss three areas of stress and examine the ways in which they apply to several of our favorite gamefish. These factors are: Disease, predation, and starvation.

Disease. Through some 3.3 billion years of evolution life has adapted to every type of existence. Some animals eat plants while others are predators. There are parasites too as well as those that live off of dead matter. Why have so many different adaptations to live evolved? The answer is competition. If all living things attempted to be successful by doing the same things, competition would cause most of them to become extinct. But by adapting to a vast array of variations in the environment over one million different species of animals survive to make up the fauna of today's world.

Thus parasites are parasites because they have been able to evolve a specialized means of survival in which they live off of other living things. Still, a good parasite does not kill its host but may weaken it considerably. It is therefore part of a well balanced system. If a parasite were to cause, either directly or indirectly, the routine death of its host soon there would be few hosts remaining and consequently there would be few if any parasites. But by killing the weak and the old the parasite helps to keep the host species strong. Furthermore, most species of parasites infect specific groups or species of animals. That is, an organism that causes a given disease in a dog for example will not likely cause that disease in a man or other animal. I have gone through this discussion in order to demonstrate that ecological, physiological, and metabolic relationships between parasites and their hosts are very complex and usually delicately balanced. Furthermore, these relationships help to insure the survival of the host by eliminating those members of the population which are not fit for survival.

Many types of creatures fall into the parasite category. Some types of worms and insects are commonly known by most lay-men to be parasitic, but some species of bacteria, viruses, fungi and other invertebrate forms may also survive through the parasitic habit. I recently caught a 14 pound bluefish and there were two copepods buried under the scales. There are many species of copepods and most of them are free living but there are a few species that are parasitic. I saved the fish so that my students could be able to identify the exact organism. Copepods are tiny crustacea (a few millimeters long) and are therefore distantly related to other crustaceans like lobsters and crabs. Surprised that this kind of beast can be a parasite of fish?

Fish are susceptible to virus infections too. These viruses, of course, are not the same strains that infect man. For example, recently there was a lot of publicity associated with a virus infection of striped bass known as Lymphocystis. Perhaps you caught a bass that was covered by a slightly lumpy slimy gray film? Well if you did the animal probably had the disease. It is a very infectious disease that produces the problem in many species. But did you know that flatfish and various tropical species contract the virus?

Fungi cause disease in our local fish too but they never enter the scene as secondary invaders and are usually manifested by tissue decomposition.

There is another factor that must be taken into consideration when considering why fish contract diseases. Consider for a moment or two how the common cold is transmitted through human populations. Is the frequency of the disease more likely to be higher in the city or in the country? Of course in the city because there are many more individuals and because those individuals are closer together.

That same reasoning can be applied to fish. If there are large densely packed schools of fish of a given species the diseases that infect those fish are more likely to occur and furthermore those diseases are more likely to reach epidemic proportions. The huge successful year classes of striped bass in the late 1960's produced numerous huge schools of bass and therefore there was a corresponding increase in the frequency of many infectious diseases.

Predation: Because stripers and blues are predators doesn't insure their immunity from attack by other fishes. The sea is a cruel and harsh environment even if it is usually an environment of plenty. The juveniles of any species of fish are fair game for other predators. Even the somewhat larger specimens may wind up as lunch for somebody else. I have seen big blues charge into schools of small bass and gourge themselves on the stripers and give them a lesson in

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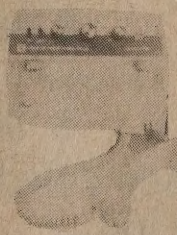

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predation.

Large bass and blues may have enemies too. There is nothing that appeals to a group of sharks more than a school of big blues intently feeding on some small bait. In short, everybody can be eaten by somebody. That small fishes seem to be eaten by everyone is witnessed by the huge spawns that they have. They are the forage for the predators and so they reproduce by the billions of billions. Furthermore, vulnerability to attack can be primarily deduced from two factors. One is size and the other is how abundant the species is at that time. Therefore, a series of successful year classes will leave that species more vulernable to predation simply because there will be more targets.

Starvation: Believe it or not fish do starve to death. Some fish will not get enough to eat because they are too weak to catch their prey or because they are diseased or wounded. But some fish will die because there is not enough to eat. If several successful year classes happen to occur in succession there may be many more predators than the reservoir of forage fish can support. The youngsters may grow to a given size because there has been plenty of food during the juvenile stages. But when they get bigger and begin to need larger prey they may find that the schools of forage fish are few and far between and that when they do find food that competition amongst themselves will leave all but the fastest and strongest individuals hungry. This isn't necessarily bad because natural selection, or survival of the fittest, will thus cull out all the misfits and keep the species as strong as possible.

Over-riding all of these discussions is the fact that many more individuals are produced than can possibly survive and that this overabundance will help to provide the forage for other species. Remember that the term "other species" includes parasitic forms. A stable ecology requires a great diversity of life and fungi, bacteria, worms, and the like are as important to the biology of the world as striped bass.

Juvenile populations of fishes must be reduced in size. Whether the job is done by nature or man is immaterial. Probably the wisest course of action is for each to take its share. Man is after all a gatherer and his rightful role is to harvest. But man should not delude himself into believing that the fishes in the ocean are his and his alone. No, there is a long and continuous line of predators and gatherers and ultimately the name of the game in the sea is eat or be eaten.

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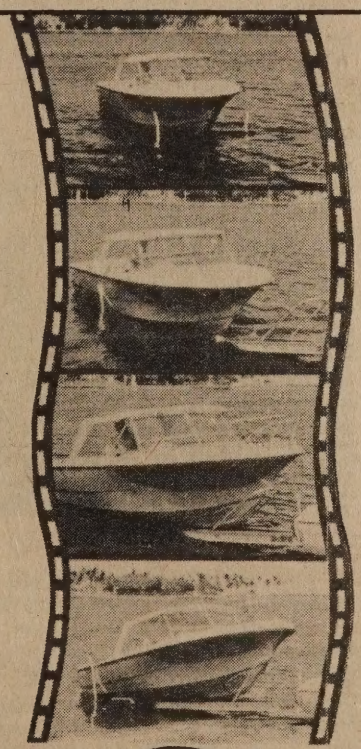

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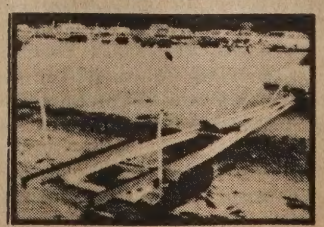

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Mate For A Day

by Bruce Sucher

A friend who owns a party boat called me one evening. He had a problem: one of his regular mates was ill and he was unable to find a replacement. Would it be possible for me to fill in for the next day? I was not long in answering, "Of course, and I'll be there at 6:30."

"That's great, see you in the morning."

As I parked my car on Emmons Avenue, in Sheepshead Bay, the sun was showing red on the horizon. To look authentic in my new role I slipped on the pants of my foul weather gear and tried to look salty. I stood at the pierhead and waited. The other owner-mate of the boat, Herbie, parked his car, started the boats generator, and switched on the lights so that the vessel shone like Macy's window.

A car bristling with men and fishing rods drove past. I yelled, "Giant Blackfish and Sea Bass, leaving at eight, plenty of room boys."

They screeched to a halt. "How'd you do yesterday?"

"We killed 'em. You should have been here."

They parked their car and marched to the boat. As important as catching fish is in this business, so is catching adequate anglers to make it a profitable day. So the morning went. Regulars, people who normally use a certain boat came along with no coaxing, but with the determination to get the best possible position at the railing. Others stopped their cars to look at the boat and see if it were suitable.

"What kinda bait you got?"

"Our menu for the day is green crabs, fiddlers and skimmer," was my reply.

It was approaching 8 A.M. and the skipper showed up. He brought the crabs, and then like clock-work an inboard skiff approached laden with bushels of clams. Herbie and I took five bushels and brought them to the stern. The twin diesels came to life.

As I was slipping the stern lines a duo of late sleepers frantically signaled the captain. He eased back on the throttles and the boat, under the tension of the spring line, glided back to the dock. The two now unpopular anglers (let's get goin' was the chorus) were helped aboard and we were on our way.

We had about thirty customers. I shucked the skimmers while Herbie collected the fares and pool money. When he finished he came to the stern. As he cut the bait, I continued on my boring task. A few sharpies joined us, selecting the clams siphons and lips as the preferred and tougher bait. Some had to be restrained as their enthusiasm to corner the market on this part of the clam would have left others with no choice. Finally that part of the day was over. I put out small pails of fiddler crab and skimmer separately, so that the small delicate crabs would not drown in the juices of the other. The green crabs along with cutting boards and knives were placed at a few strategic places.

Hooks gives Herb a hand with the bushels of bait.

Selling the mates catch at the end of a good day.

I went down one side of the boat with #5 Virginia (the preferred Blackfish hooks) and a bulging pocket of 8 ounce sinkers. The types of tackle and rigging were astounding. Some had freshwater spin rods with their tips dangerously bending under the tension of twelve ounces of lead. I tried to convince these people to rent a boat rod for a $2 fee. Some thanked me for the advice, others looked at me with a sly wink, inferring

that I was trying to hustle them into an unnecessary expense. With the day half gone and still empty sacks, the few holdouts sheepishly rented the stiffer and adequate boat rods. Others had flounder hooks on homemade spreaders. Some had trolling rods and 4/0 reels filled with 50 lb. mono and enough rigging to open a scrap metal shop. Many were willing to accept my polite instructions, while stubborn holdouts would soon find that six hooks did not mean six fish, but merely a quick loss of tackle. I rigged my own rod, hoping there would be time to fish, with a simple but effective rigging. Two Virginia type hooks tied tandem and placed an inch over eight ounces of lead.

We circled about ½ mile south of Scotland light looking for some rough bottom. Blacks and seabass prefer rocky or "broken" bottom and the captain was looking for the sudden rise of wreckage on his graph recorder. He yelled and I tossed a marker buoy, a clorox bottle, thin nylon line and sash weight overboard. The boat maneuvered as Herbie and I dropped the 100 pound danforth. We anchored near the buoy and started fishing.

Before I had a chance to bait my own hooks a customer looked to me for help. He had a terrible backlash. I set my own tackle down and attacked it, systematically pulling one loop through coiled loop until it freed itself. I got a thank-you and then tried to help my friend with the six hooks, disengage his rigging from the bottom. It was a lost cause, so I strained against the heavy mono until it parted. I rerigged him with two hooks and got no arguments. The fish were hitting well today. It was not a soft tapping, but the more lusty rrumph of a good blackfish hit. I sent my rig to the bottom and felt the peck-peck-pecking of Bergalls and then the black hit and I reared back on my outfit to hook him. The fish tried to make it to the rocks, but I had jammed my drag to avoid those tactics. Once off the bottom the fish slugged it out with typical Tautog determination. I swung the 3½ lb. fish over the railing and started to rebait. Again the plaintive yell of an angler, "Mate, could you help me with the blackfish?" After a few minutes he was ready to go. To make sure there would be no repeats, I tightened the bearing on the reels left side so the line would go out ever so slowly. Then I instructed the man how to use his thumb to control the flow of line off his reel's spool.

I noticed one man who was still fishless. He had been putting on the largest of greencrabs without so much as cracking the shell. I showed him how to remove the legs, split the crab and how to place it on the hook. His luck soon changed.

The fishing was a lot better in the stern than in the bow. Herbie let out a little anchor line and more fish were being hauled in, seabass and ling became more common. I got back to fishing just as they stopped hitting. I managed a one pound black and then the skipper hit the horn and it was time to move. Thank god for the electric winch. It made pulling the anchor a simple chore. We circled and then re-set the hook. The fishing was a little better here. Occasionally an angler would scream "Net" and either Herb or myself would run to the person and assist in the handling of the fish.

More backlashes, more instructions on how to bait up or remove a hook from a fish and more re-rigging. Many times after giving someone a hand I was not even thanked. Then the three final horn blasts and we were on our way back to the bay. I cleaned fish for a few people. Some of them were generous, but most were not.

Back at the dock we finished tying the boat up. Herb and I helped the passengers ashore. I sold the few fish I had managed to catch and then started cleaning up for the next days run. After swabbing the deck Herb and I put the cut bait on ice and placed the crabs in the forward hold.

Just before he left the captain tried to

(*Continued on page 42.*)

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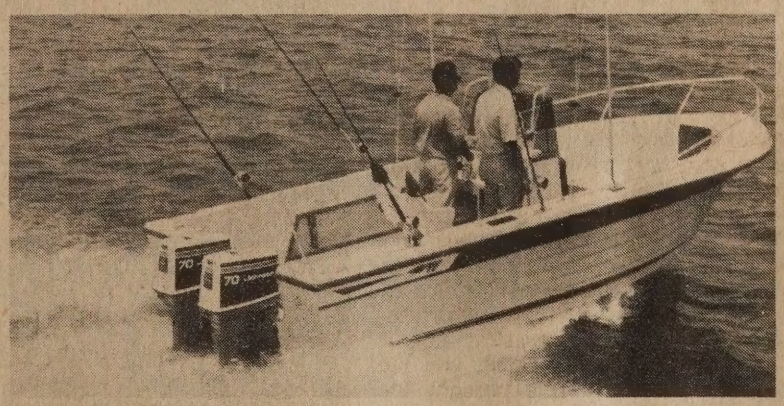

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WINTER WHITE PERCH

BY FRED GUARDINEER

THE WHITE PERCH IS A MEMBER OF THE SEA BASS FAMILY, COUSIN TO THE STRIPER, AND OFTEN MISTAKEN FOR THE FRESH WATER BASS.

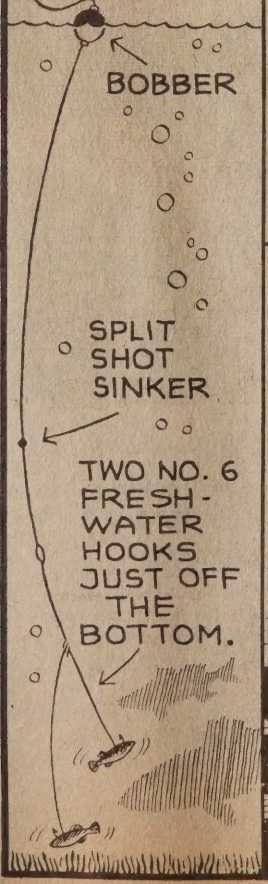
THESE FISH ARE WIDELY DISTRIBUTED IN THE TIDAL BRACKISH WATERS OF THE ATLANTIC COAST FROM THE CAROLINAS TO NOVA SCOTIA.

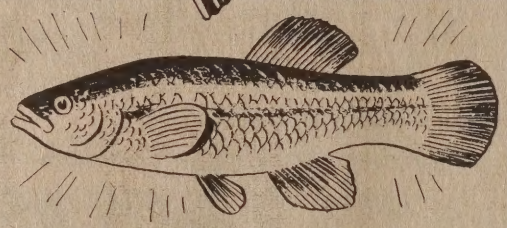
THEY WORK THEIR WAY UP RIVERS AND STREAMS AND ARE EQUALLY AT HOME IN FRESH-WATER LAKES AND ARE CAUGHT AS OTHER PANFISH.

WHITE PERCH AVERAGE ½ LB. 11-INCHERS WEIGH 1 LB., 15-IN. OVER 2 LBS.

GOOD EATING AND A GOOD FIGHTER ON LIGHT TACKLE.

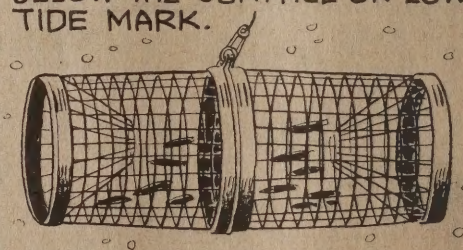
USE LIGHT TACKLE SIMILAR TO SNAPPER FISHING.





SMALL LIVE KILLIES WORK VERY WELL AS WINTER BAIT AND YOU CAN CATCH THEM YOURSELF THIS TIME OF YEAR WHEN BAIT DOCKS ARE GENERALLY CLOSED.

KILLIES IN WINTER CAN BE CAUGHT IN WATERFRONT CANALS IN BAITED KILLY TRAPS. LOWER TRAP ABOUT ONE FOOT BELOW THE SURFACE OR LOW TIDE MARK.



KILLIES STAY ALIVE LONGER IN A PAIL WITHOUT WATER-IN THE COLD.

SEA RUN TROUT AND FRESH WATER BASS ARE OFTEN CAUGHT WITH THE WHITE PERCH AND ARE USUALLY OUT OF SEASON.

IN SOME AREAS YOU MAY ALSO NEED A FRESH WATER FISHING LICENSE.

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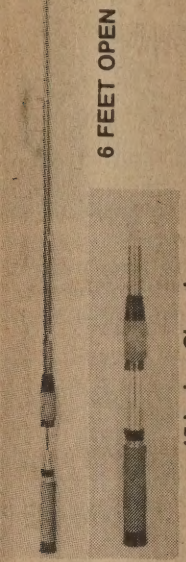
THIS UNIQUE FISHING ROD IS QUALITY DESIGNED FOR ALL SPORTSMEN. THE ROD OPENS TO A FULL 6 FEET AND IS ONLY 15 INCHES WHEN CLOSED. WEIGHS ONLY 7 OUNCES. IT COMFORTABLY FITS INTO ANY BRIEFCASE, GLOVE COMPARTMENT, BACK PACK OR TACKLE BOX.



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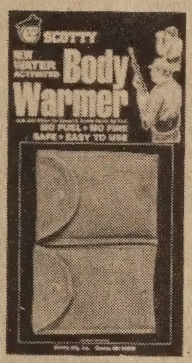

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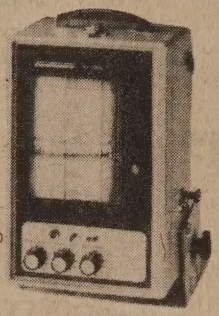

Fathoms 1 0-30
(1) 30-60
2 0-60
(2) 60-120
3 0-120
(3) 120-240

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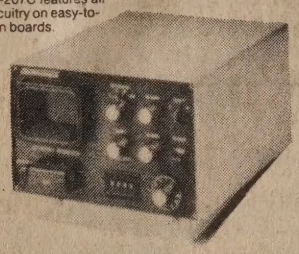

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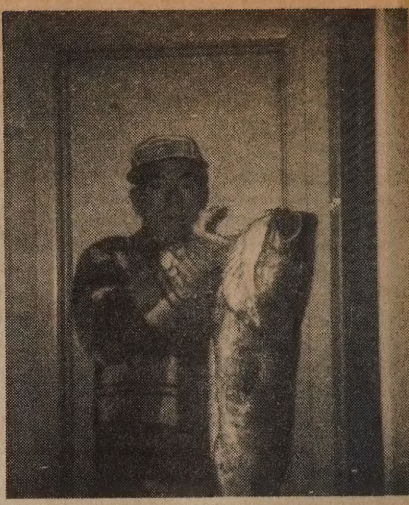
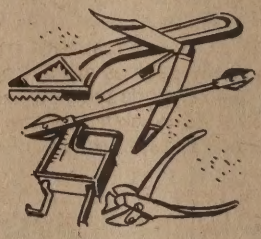


Larry Zuefle of West Islip caught this 35 lb. cod aboard the Captain Joseph IV due south weat of Fire Island on clams. Subscriber Club Photo.



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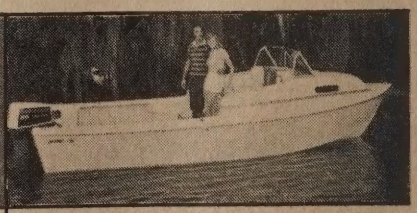

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SOUTH SHORE Fishing Report

MONTAUK

Captain Jim Behan had the brand new **Peconic Queen III** out off of Block Island on Saturday with your reporter aboard. Roughly 40 cod and several big blackfish were taken with 4 fish in the thirties. Captain Les Behan took me on a tour of the boat and she is quite a gal. The seas had quite a heave on, on Saturday but the **Peconic Queen III** took them very well indeed. With three 675 h.p. Diesels she really flies. Plush seating is very comfortable, and the heated rail makes cold weather fishing pleasurable. I had all ten fingers upon leaving the boat.

Captain Paul Forsberg of the **Viking Star** told us that the fishing for cod and blackfish has been slow. The fish are good size, but there just isn't too many of them. Daily catches are 30 to 70 cod from 12 to 15 pounds with the pool over 25 and 30 to 50 blackfish. A few pollack and mackerel are also mixed in with the catches.

Captain Brad Glas of the **Helen II** reported a big improvement on Saturday over last week's fishing. There are more cod in the area and they are feeding on whiting and mackerel. On Saturday most of the cod were 10 to 12 pounds and the pool was taken by a 45 pound cow. There is also a load of whiting around the same Cartwright Grounds. Brad told us he still has a few dates open for large charters

Aldo Bonardi with his pool winning 46 lb. cod along with Alan Cywinski with his 38 lb. cod and Nick Tenebruso with his two 30 lb. cod. The cod were taken aboard the "New Peconic Queen III".

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SHEEPSHEAD BAY

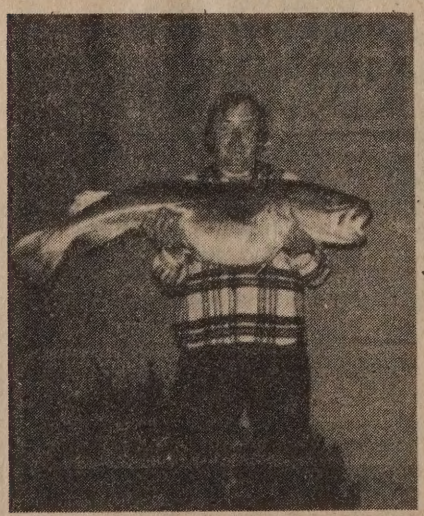
and reminded us that any charters booked by the end of January only pay 75 rates. 1976 rates go into effect for charters booked after February 1st.

Captain Dick Vigillant of the **Triton II** told us that the fishing was fair on Saturday in the Cartwright area. They were not many in numbers but they were big—2 30 pounders and 1 40 pounder. A couple of hundred whiting and ling were also taken in the same area. A few mackerel are also showing up in the catches.

CAPTREE

Captain Neil Delanoy of the **Lady Ann** told us that there was a sharp upturn in the cod fishing over the weekend as compared to recent catches. Since the foreign trawlers took off the first of the year, the codfish seem to have settled down considerably and catches run from 80 to 150 cod per day, averaging 8 to 15 pounds. Best fishing has been southeast of Fire Island Inlet in 110 feet of water.

Captain George Tweedy of the **Captain Scotty** also reported very good codfishing all week with average catches of 90 to 100 cod a day. On Friday fishing was stopped at 1 P.M. with over 200 cod on the deck. On New Year's Eve nine men took over 70 cod. Saturday's fishing in heavy seas was down with only 65 fish taken. Quite a few fish in the 25 pound class and up to 40 pounds were taken during the week east of the NB buoy in 110 feet of water and in the gullies to 130 feet.



Richare Frische of Bay Shore with his 42 lb. cod he caught aboard the "Lady Ann" out of Captree.

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N.Y. BIGHT Fishing Report

FREEPORT

Captain Richie Kessinger of **The Starstream II** has had very good codfishing this week fishing S/SE of the inlet. As evidence of the hefty cod around Monday, saw Norman Hammel of Glendale Queens nail a 55 pounder. On the same day, Steve santism bagged a 34 pounder. 12 fish over 30 lbs. came over the rail. Tuesday saw Paul Mertenz of Baldwin with a 35 lb. cod and on Saturday, John Russell of W. Hempstead boated a 32 lb. cod. Average catches for each day have been 70 to 100 fish. Richie says that the foreign trawlers have not been spotted all week.

Captain Dave Pigott of the **Lucky Strike III** reported that Saturday was rough but before the day was cut short due to the increasing winds 5 men fishing caught over a dozen whiting about 2 lbs. and over. Clam was the bait and he was due south of Jones Inlet. Sunday's charter was cancelled due to the gale winds.

The **Captain Al** reports good cod fishing all week although Sunday the trip had to be cut short due to the high winds. 65 to 75 cod per day is the usual catch and ling are mixed in with the cod.

Captain John on **The Aloma** tells us that on Saturday 40 cod were taken with nine in the mid thirties, fishing far to the east.

SHEEPSHEAD BAY

Captain Huck of the **Helen H** reports cod fishing for his boat was fair to good, fishing to the east. On Sunday he fished the buoy 4 to Long Beach areas but had to make it a short day due to the high winds and seasickness prevailing. Huck reports that Friday was an excellent day for the codfishing fleet and the NB with most boats racking up between 100 and 150 cod.

Captain Fred on the **Amberjack IV** tells us that Saturday's codfishing was poor to fair, though on Friday 12 people shared 40 cod ranging from 6 to 20 pounds in the NB area.

The **Chief** reports truly excellent whiting fishing all week long including windy Sunday at Ambrose and E/NE of Ambrose. Fish were running up to 3 lbs. Conditions were good for drifting, thus the good catches.

Captain Joe of the **Blue Sea II** also reports good whiting fishing at Ambrose with per man average being a 5 gallon pail filled with fish. On Sunday, Joe told us his fares continued fishing in the

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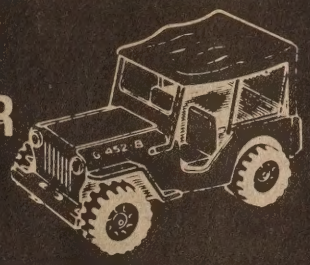

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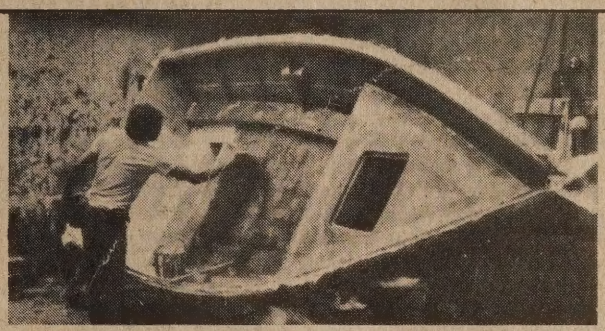

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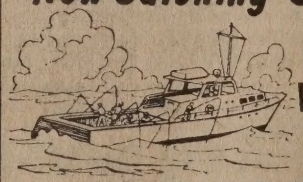

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(*Continued from page 20.*)

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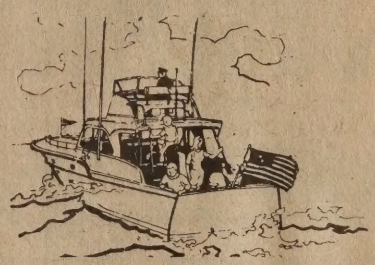
heavy rain and wouldn't leave the rail, so good was the action. It has been very good all week long, with mackerel mixed in as well. The pool whiting on Saturday was 4½ lbs.

Captain Fred Ardolino of the **Amberjack IV** has come up with an idea that the Fisherman would like to pose to the rest of the party boat and charter boat skippers from Montauk through the New York Bight and Jersey. This idea could be brought into effect with our current 12 mile limit and could be utilized as well once a 200 mile limit is enacted. The plan would call for all of the skippers, on a voluntary, rotating basis to patrol in the night hours when it is known that the foreign trawlers come inside our territorial limit under the cover of darkness and continue their constant pillage of our fish stocks. A foreign boat sighted or picked up on a boat's radar could be radioed to the Coast Guard who could hopefully bag these intruders from the east, as they did the two Polish trawlers just recently. This is just an idea at the present time, but all concrete originally stem from the ideas of man. Would interested party boat and charter skippers contact Captain Fred Ardolino to get the ball rolling.



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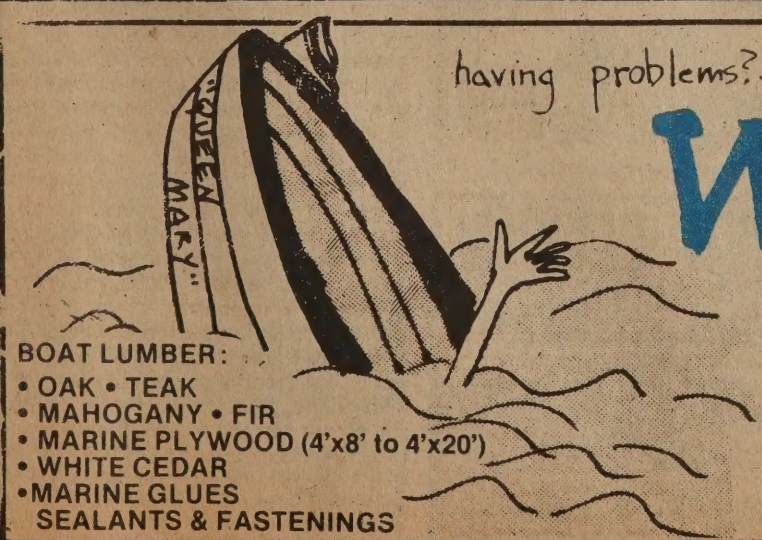

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The special package tickets include a ride via LIRR train to Penn Station or Flatbush Avenue plus admission to the show. Passengers leaving LIRR trains at Penn Station will be able to reach the Coliseum by taking the Eighth Avenue Subway to the 59th Street Station.

The annual boat show features the very latest in power and sailing craft equipment, nautical displays, many types of boats, and is highlighted by model yacht races, sailing films, and a sail loft. Show time on weekdays is from Noon to 10 P.M.; on Saturdays from 10 A.M. to 10 P.M.; and on Sundays from Noon to 7 P.M.

Rail tickets are valid on trains arriving at Penn Station or Flatbush Avenue at 10 A.M. or later. The return portions of the tickets are valid up to 1 A.M. on the day following the date on the face of the ticket. Commutation ticket holders may purchase a discount ticket at the LIRR's ticket office in Penn Station for $2.

Ticket prices are based upon the railroad's fare zones. For example:

From Zone 2 (Broadway, Flushing, Jamaica, etc.), $3.55 for adults and $2.30 for children 5-11 years. Zone 3 (Bayside, Locust Manor, Queens Village, etc.), adults $3.60, children $2.30. Zone 4 (New Hyde Park, Port Washington, Garden City, Lynbrook, West Hempstead, Mineola, Far Rockaway, etc.), adults $3.75, children $2.40. Zone 5 (Carle Place, Freeport, Oceanside, Roslyn, etc.), adults $3.75, children $2.40. Zone 6 (Wantagh, Glen Head, Long Beach, Hicksville, etc.) adults $3.85, children $2.45. Zone 7 (Bethpage, Massapequp Park, Syosset, Oyster Bay, etc.), adults $4.10, children $2.55.

Zone 8 (Amityville, Huntington, Wyandanch, etc.), adults $4.30, children $2.60. Zone 9 (Deer Park, Northport, Babylon, etc.), adults $4.70, children $2.70 Zone 10 (Bay Shore, Brentwood, Kings Park, etc.), adults $5.60, children $2.95. Zone 11 (Port Jefferson, Medford, Patchogue, etc.) adults $6.20, children $3.30.

The special discount tickets are on sale at stations from Jamaica to Port Jefferson and Patchogue. For further information contack the LIRR Tour Department at 212-526-0900, ect. 498.

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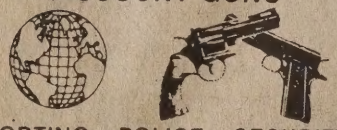

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TACKLE CARE

(Continued from page 14.)

may happen to accumulate during the course of a fishing season. After the rod is washed down allow it to thoroughly dry. Storing a rod wet will only lead to trouble, since damage to the windings, and rusting of the guides and ferrules could occur. Take the time to visually inspect the guides and windings. Closely examine any cuts, rust spots or nicks that you might notice. One of the areas most often responsible for fraying line is the top guide of the tip section. If your examination reveals a groove in the otherwise smooth surface of this guide, make certain to replace it. I recall a few years back trying to smooth out a nick of this nature, but my efforts were in vain; the line continued to fray. It's much better to discard the worn guide and avoid work later on. My philosophy for replacing rather than repairing worn guides also holds true for rod windings. It is usually a heck of a lot easier to simply varnish over cracked windings, but this is not always the best thing to do. The pressure of a big fish can take its toll when excessive pressure is applied to weakened windings. The only time I recommend a "varnish" repair is when and if the damage to a winding amounts to merely a worn or roughened edge.

If you find it necessary to re-wrap guides, make certain to keep constant pressure on the winding nylon while rotating it about the rod and the guide. A technique that I use often, and discuss equally as often, is that of placing the winding nylon between the pages of a rather large book and then putting a heavy object on top of the book. The purpose of this is to supply the necessary pressure that must be applied to the nylon. The beauty of this method is that you don't have to go out and spend your hard earned dollars purchasing a rod winding device. Upon completing a "wind", apply an initial coat of color preserver followed by a coat or two of varnish.

For those of you that would like to restore that "brand new" look to your rods, take note of the following. A mild detergent applied with water and a rag will remove most dirt and imbedded particles. Also, a small amount of paste wax buffed over the rod will give it a luster that you will be proud of. Add a bit of light gun oil to the metal parts of the rod to give some added protection against rust. If you own rods that are constructed with all fiberglass ferrules, apply a bit of wax or parafin to the tip portion of the butt section. This will make for a better seating of the two sections.

The list of tasks can be an endless one. Each piece of equipment is capable of

(Continued on next page.)

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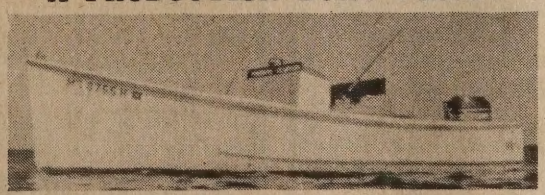

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(*Continued from page 41.*)

being maintained in one way or another. Even the simple hook can be honed to near perfection. Waders and boots can be patched, while flies can be steamed or metal lures polished. The more ambitious of you out there might find it interesting to make the purchase of C. Boyd Pfeiffer's excellent book, Tackle Craft. By the way, it can be purchased directly from the LIF book selection. Tackle Craft covers just about every conceivable project that an angler could hope to undertake. It will most certainly keep you occupied for hours on end, either through reading, repairing, or restoring. Enjoy the winter (or at least try to).

MATE FOR A DAY

(*Continued from page 29.*)

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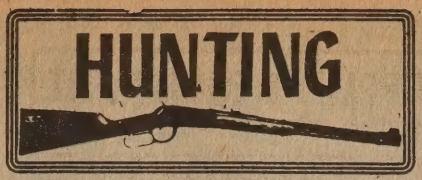

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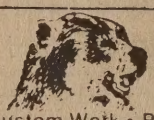

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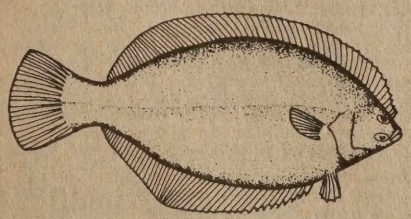

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25' Verity Skiff, 283 V-8, 185 h.p., New Captains and Mates Chairs, New Tach, All Gauges, Navy Top and curtains. Year old Depth Finder, Outriggers, New Portable Head, Engine and Hull in excellent shape. In water. Asking $1300. Call (516) 757-2374.

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1973-15' 65 h.p. Merc., Trailer
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1973-19' Twin 70 h.p. Johnsons, Trailer
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1974-20' 115 h.p. Johnson
1974-20' 135 h.p. Johnson
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1975-23' 188 Merc I/O, Tops
1974-23' Sea Craft Twin 165 I/O's
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1965 JEEP WAGONEER, Four Wheel Drive, O.H.C., 6 cyl. 50,000 Original Miles. Rebuilt auto. Transmission, P.S., P.B., New Carb. Brand New Steel Radials, JR-70-15, Four More Tires. P.T.O. for Plow. $875. Call (516) 546-8982.

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The Long Island
FISHERMAN
FISHING TRIP CONTEST

Ms. Patricia Borowski of Brooklyn called into LIF a description of her car by the Friday deadline to become this weeks LIF Litter Box Contest Winner. Ms. Borowski has been sent a check for $10 and has also chosen a free fishing trip for two aboard the Peconic Queen for her prize.

This Week's Winner:

287-SQP

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TIDE TABLES

ON → / DAY	SANDY HOOK AM	SANDY HOOK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM
THURSDAY	12:04	12:18	2:01	2:11	3:18	3:31	3:41	4:00
FRIDAY	12:49	1:05	2:54	3:07	4:03	4:22	4:32	4:56
SATURDAY	1:39	1:59	3:46	4:05	4:56	5:21	5:25	5:51
SUNDAY	2:32	2:59	4:36	5:00	5:53	6:27	6:19	6:48
MONDAY	3:32	4:01	5:24	5:51	6:54	7:45	7:12	7:44
TUESDAY	4:27	4:59	6:07	6:38	7:52	8:45	8:03	8:34
WEDNESDAY	5:20	5:50	6:51	7:24	8:40	9:27	8:51	9:22
THURSDAY	6:09	6:36	7:33	8:05	9:27	10:04	9:38	10:08

SANDY HOOK

SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Harts Cove	+1 30
Potunck Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Inlet & Dem. Pt.	−0 38
Coast Giard Sta.	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville	+3 39
Heckscher State Pk.	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Loop Pkwy. Bridge	+0 25
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	−0 00
Beach Ch. (Bridge)	+0 38
JFK Airport	+0 26
STATEN ISLAND	+0 27
MANASQUAN	−0 12

WILLETS POINT

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28

NEW LONDON

Orient Point	+0 27
Connecticut River	+1 10
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Gardiners Bay	+0 21
Promised Land	−0 14
Fort Pond Bay	−0 29
Montauk Inlet	−0 25
Montauk Point	−1 13

BRIDGEPORT

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	−0 03
Cranes Neck Point	+0 05
Port Jefferson Harbor	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	−0 08
Herod Point	−0 07
Mattituck Inlet	+0 19
Horton Point	−0 20
Truman Beach	−0 42

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and/or minutes as indicated from that areas station above. Example: "Shinnecock Inlet −0 50" is listed under "on Sandy Hook". − 0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. For low tide, add 6½ hours to this figure.

The schedule of solunar periods for the following week as printed below has been taken from the original Knight Solunar Tables. Plan your day so that you will be fishing good territory, hunting good cover during these times if you wish to find the best sport that each has to offer. The tables are not a guarantee that you will catch fish or see game during the period, however.

The major periods begin at the time shown and last for an hour and a half or two hours thereafter, and are in black face type. The minor periods are somewhat shorter in duration.

A.M. Minor	A.M. Major	P.M. Minor	P.M. Major
9:40	3:50	10:00	4:15
10:30	4:40	10:50	5:00
11:15	5:20	11:30	5:40
11:55	6:00	:	6:25
12:10	6:45	12:40	7:10
12:55	7:30	1:25	7:55
1:40	8:20	2:10	8:50
2:30	9:10	3:05	9:35

PHASES OF THE MOON

1-1	1-9	1-17	1-23
NEW	1st Qtr.	FULL	Last Qtr.

SUNRISE/SUNSET

12-6	7:07	4:35
12-12	7:12	4:35
12-18	7:16	4:36
12-24	7:19	4:39

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YOUR CHOICE OF:

Pound test: 6 10 12 17 20 30

Color: ☐ Clear/Blue ☐ Golden ☐ Orange

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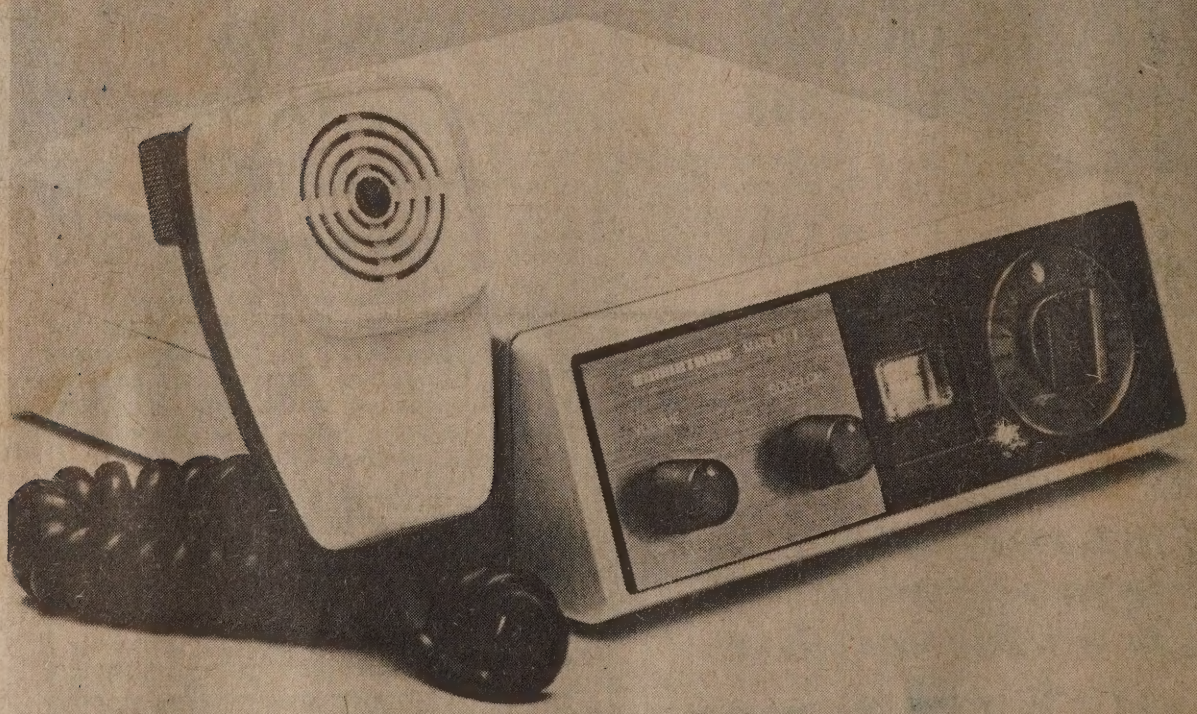

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